
2004 MDT Engineering Division

Consumer Satisfaction Survey

Prepared for the
State of Montana
Department of Transportation,
Engineering Division
by
The University of Montana

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EXECUTIVE SUMMARY

In 2004 Montanans:

- Are generally satisfied with the state's transportation system.
- View possible problems with the transportation system as small problems.
- Rate potential solutions to problems with the transportation system with a bit more urgency, calling most medium priorities.
- Give overall MDT performance in the last year a B- grade.
- Give MDT performance in construction zones a B- grade.
- Agree that MDT is meeting specific performance objectives in construction zones.

Montanans say the most serious perceived transportation system problems are:

- Wildlife along roadways;
- Traffic congestion; and
- Travel through construction zones.

The only problem viewed as moderately severe was wildlife along roadways.

Montanans' highest priority possible actions to improve the transportation system are:

- Wider roadways;
- Increase shoulder widths to accommodate bikes;
- Ensure adequate pedestrian facilities; and
- Reducing traffic congestion.

Montanans give the highest performance grades to:

- Providing and marking detours;
- Overall performance last year; and
- Convenience of travel through construction projects.

Very large percentages of Montanans agreed that MDT is meeting the following objectives within construction zones:

- Safety is more important than convenience in construction zones;
- Warning signs for construction zones appropriate; and
- Speed limits in construction zones clearly marked.

Traffic congestion is viewed as a small problem statewide but is viewed as a moderately serious problem in MDT District One.

Many Montanans are unaware of MDT beautification projects.

Trends:

- Overall MDT performance grades have improved since 2001.
- The statewide perceived severity of traffic congestion as a problem has declined since 1994.
- Perceived system problems continue to be rated as small problems.
- Possible system improvement priorities dropped slightly from 2003 levels.
- Performance grades have improved since 2001.

Introduction

Purpose

The 2004 MDT Engineering Division Consumer Satisfaction Survey provides information concerning current satisfaction with general transportation issues and other transportation related topics. The project was designed so that levels of satisfaction and other issues could be compared across MDT Districts. Also, the questions were designed to provide baseline data so that future surveys can track trends in consumer satisfaction and other issues.

Survey Design

This survey was administered by telephone using a Computer-Assisted Telephone Interviewing (CATI) system. Sampling was conducted using a Random-Digit Dial (RDD) process. The population sampled was all adult Montanans who live in a household with a working telephone. This population should not be confused with all Montanans, since it excludes households without working telephones, the institutional population, and Montanans absent from the state during the survey period. The approximate sampling error for this survey is plus or minus 2.8 percent. This means that using this study design, in 95 of 100 samples a mean would be within 2.8 percent of the population mean.

Survey Administration

The survey was administered from January 27, 2004 through March 8, 2004. Of the 1,940 eligible respondents contacted, 1,399 (72 percent) completed the survey. A 72 percent completion rate is considered typical for a survey of this type.¹

Respondents were selected randomly within households. The person answering the telephone had the same probability of being selected as any adult member of the household. If the selected member of the household was not home, an appointment was made to interview the absent respondent. Sampled individuals who were out of state during the administration period and individuals with medical problems that precluded participation were ineligible. Telephone numbers drawn by the RDD process were ineligible if they were out-of-service, fax machines, or businesses. Numbers for which there was no answer were called repeatedly, during morning, evening, and weekend hours. Those numbers that still did not answer were ineligible.

Structure of this Report

This report examines a number of topics. First, Montanans' attitudes about possible problems with the transportation system are explored. Second, opinions about possible actions to improve the transportation system are described. Third, overall customer service and construction zone performance are evaluated. Fourth, public perceptions about MDT construction zone characteristics are examined in more detail. Finally, two topics of special interest to the MDT Engineering Department are discussed.

¹ Bradburn, Norman, and Sudman, Seymour: Polls and Surveys: Understanding What They Tell Us. San Francisco: Jossey-Bass, 1988, p. 123.

This study was designed to provide baseline data for future evaluations. However, several of the questions in this survey were very similar to those in previous MDT surveys. Therefore, in a few cases, trend analyses were conducted and the findings presented.

A map of MDT Districts is located in Appendix C, found at the end of this report. Many readers will find it helpful to refer to the map as they read this report. Appendix A provides detailed tables of survey responses by various characteristics and lists the text for each item in the questionnaire. Appendix B provides charts selected to assist readers in their interpretation of the data.

Much of this report discusses differences between group means or percentages – such as the differences between MDT Districts. To determine whether or not these differences were statistically significant, t-tests were calculated. In general, only those differences that were statistically significant are discussed in the text. Results reported here are based on t-tests that use the .05 significance level. If a value is said to differ from a second value at the .05 level, in 95 out of 100 samples the value will be found to differ from the second value.

When comparing group means for this report, a Bonferroni-adjusted t-test was used. The reason for using an adjusted t-test is that when one makes many comparisons involving the same means, the probability increases that one or more comparisons will turn out to be statistically significant, even when the population means are equal.² For instance, if one compares mean grade scores from five MDT Districts using an unadjusted test, the probability that at least one mean will be found significantly different is almost one in three, even if the population means are not different.

² Norusis, Marija: Guide to Data Analysis. Englewood Cliffs, NJ: Prentice Hall, 1995, p. 291.

Perceived Problems with Montana's Transportation System

Montanans rated possible problems on a scale from one to four, where one is "not a problem" and four is a "serious problem." Montanans classified one of the ten possible problems studied as meriting moderate concern (with a mean score of 2.5 or above). This indicates that Montanans are satisfied overall with the transportation system.

This judgment, evaluating possible problems as small problems, does not imply that respondents put little effort into their answers or that respondents felt that they did not have enough information to answer the questions. On the contrary, almost all respondents felt they had enough information to answer items throughout this survey. The typical proportion of "Don't Know" responses is about 1 percent. This low number of "Don't Know" responses indicates that respondents took their task of answering the questions seriously and did not opt out.

The four most important perceived problems, in terms of their mean scores, were wildlife along roadways, traffic congestion, travel through construction zones, and lack of guardrails. Only wildlife along roadways, with a mean of 2.78, approached being described as a moderate problem.

While few significant problems emerge when examining statewide data, the conclusions are different at the district level. Table 2 explores the percentage of respondents in each district that say an item is a moderate or serious problem. For many of the perceived problems, the greatest differences were between respondents in District One, representing populous western Montana, and District Four, very rural northeastern Montana.

	Not a Problem	Small Problem	Moderate Problem	Serious Problem	Don't Know	Mean	N
Wildlife along roadways	14.5	18.9	39.4	26.2	1.0	2.78	1385
Traffic congestion	36.5	19.8	28.4	13.9	1.4	2.20	1380
Travel through construction zones	43.7	17.9	26.4	10.4	1.7	2.03	1375
Lack of guardrails	44.8	22.1	21.2	8.4	3.6	1.93	1349
Different speed limits for cars and trucks on 2-lanes	53.9	11.9	19.1	13.2	2.0	1.91	1371
Too many driveways and approaches	48.7	18.1	21.0	8.0	4.2	1.88	1340
Visibility of road signs at night	49.7	19.5	20.7	6.5	3.6	1.83	1348
Debris on roadways	50.7	27.9	15.8	4.6	1.0	1.74	1385
Lack of adequate road signs	63.5	17.6	15.0	3.4	0.4	1.58	1393
Visibility of road signs during the day	75.6	15.2	7.1	1.2	0.8	1.33	1388

Respondent views on traffic congestion and driveways and approaches are emblematic of Montana's current regional differences. Three of every five western Montanans (59.5 percent) said traffic congestion is at least a moderate problem, while less than one in five northeastern Montanans (17.1 percent) cited it as a moderate problem or worse. A similar pattern can be seen when comparing views concerning too many driveways and approaches. Twice as many western Montanans (43.7 percent) view too many driveways and approaches as a moderate or serious problem compared to northeastern Montanans (19.9 percent).

Statistically significant regional differences were found in two additional perceived transportation system problems. The difference in speed limits between cars and trucks on two lane highways were viewed differently in District Two compared to Districts One and Five. Higher percentages of respondents in District One (36.3 percent) and District Five (39.5 percent) than in District Two (23.3 percent) said that this difference was a moderate or severe problem. The figure for District Five was also greater than District Four (24.6 percent).

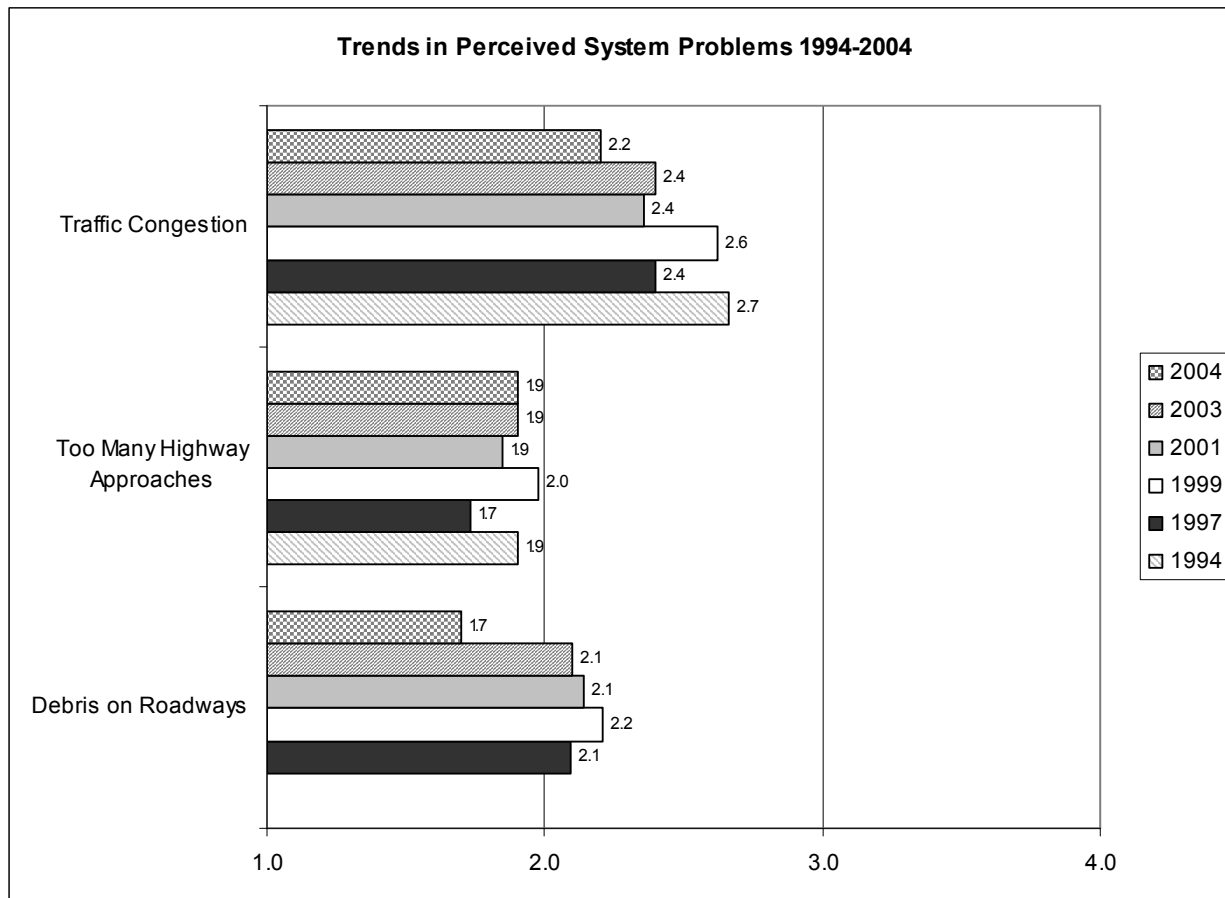
There was also a regional difference in the seriousness of road sign visibility. About one-third of District One respondents (32.9 percent) said visibility of road signs at night were a problem. In contrast, only about one-fifth of District Four respondents (19.7 percent) agreed.

Overall, District One respondents were more likely to rate problems as moderate or severe. In six of the ten items examined, more District One respondents the perceived problem as moderate or severe when compared to the rest of the state.

Table 2: Perceived Moderate or Serious Problems with Montana Transportation System (%)

	District				
	1	2	3	4	5
Wildlife along roadways	68.4	62.3	65.4	71.1	65.2
Traffic congestion	59.5	40.8	36.3	17.1	40.1
Travel through construction zones	36.6	35.6	37.6	33.1	42.0
Lack of guardrails	34.4	27.0	33.1	25.6	28.2
Different speed limits for cars and trucks on 2-lanes	36.3	23.3	33.9	24.6	39.5
Too many driveways and approaches	43.7	25.7	25.5	19.9	25.5
Visibility of road signs at night	32.9	23.7	28.3	19.7	29.3
Debris on roadways	23.8	19.2	17.9	16.8	22.1
Lack of adequate road signs	19.6	14.2	21.1	13.3	20.6
Visibility of road signs during the day	9.8	6.9	8.8	3.7	9.7

Trends in Perceived Problems with Montana's Transportation System



Of the ten MDT questions asked regarding perceived possible problems with the transportation system in the 2004 survey, seven were new. Only three 2004 questions were asked in MDT surveys administered since 1994.

Figure 1 above describes the mean scores of the three perceived problem items asked since 1994. The mean score for traffic congestion has declined from 2.7 in 1994 to 2.2 in 2004. In practical terms traffic congestion could have been described as a moderate problem in 1994 but is now best described as a small problem at the statewide level. A more in-depth examination of traffic congestion may be found in the Special Topics section near the end of this report.

The mean score for too many highway approaches has remained quite consistent over the previous 10 years. In four of the six surveys conducted since 1994 the score remained stable at 1.9 on a scale from one to four.

The score for debris on roadways dropped to 1.7 in 2004 after remaining relatively stable around 2.1 for the previous nine years. Future research will determine whether this phenomenon will last.

Actions to Improve Transportation System

Respondents were asked to prioritize 10 possible actions to improve Montana's transportation system (see Table 3). Respondents were given five priority categories ranging from "very low priority" to "very high priority." A value of one was assigned to the very low category, two to somewhat low priority, and so forth. As with the perceived problem items, very few respondents said "didn't know."

While Montanans view most transportation system problems as small, they believe solving those problems should take on a medium priority. Montanans classified, on average, nine of the ten possible action items as medium priorities. Only one possible action was considered a somewhat low priority.

Table 3: Priority of Possible Actions to Improve Transportation System (%)								
	Very Low Priority	Somewhat Low Priority	Medium Priority	Somewhat High Priority	Very High Priority	Don't Know	Mean	N
Wider roadways	11.2	10.3	27.7	21.5	28.1	1.1	3.45	1383
Increase shoulder widths to accommodate bikes	17.5	10.6	21.7	20.2	28.1	2.0	3.31	1371
Endure adequate pedestrian facilities	16.9	12.2	26.7	19.9	21.7	2.6	3.18	1363
Reducing traffic congestion	20.7	14.4	26.7	15.9	16.9	5.3	2.94	1325
More pavement markings	23.1	17.6	28.7	15.3	13.7	1.6	2.78	1376
More traffic signals and left turn bays	23.4	17.3	28.8	15.5	12.1	2.9	2.75	1358
More guardrails and crash cushions	22.9	19.3	28.4	14.7	11.1	3.6	2.71	1348
More illumination of roadways	22.2	20.2	31.2	12.8	9.7	3.9	2.66	1344
Regulate highway approaches	25.2	17.2	29.7	11.1	8.9	8.0	2.58	1287
More directional information signs	30.2	23.2	28.9	10.0	6.0	1.8	2.37	1374

Four actions received the highest priority scores and three of these actions received mean scores that exceeded 3 or a medium priority. Wider roadways received the top mean priority score (3.45) followed by increasing shoulder widths to accommodate bicyclists (3.31), and ensuring adequate pedestrian facilities (3.18). The ranking of reducing traffic congestion by increasing the capacity of the highway system (2.94) was not statistically different from 3 or a medium priority.

A second tier of possible improvements consists of five items with almost equal mean scores.

Among the second group of item scores more pavement markings received the highest mean ranking (2.78), followed by more traffic signals and left turn bays (2.75), more guardrails and crash cushions (2.71), more illumination of roadways (2.66), and regulating highway approaches (2.58).

More directional information signs (2.37) was the only action rated by respondents as a somewhat low priority.

Priorities for possible actions to improve the transportation system were also examined across each of the five MDT regions. The percentage of respondents in each district who said an action was somewhat or very or high priority (the top two categories) is presented in Table 4.

Transportation system improvements were generally given higher priorities by District One respondents than by respondents in the other districts. Wider roadways and more crash cushions were the major exceptions. In most cases the differences between District One and District Four were statistically significant.

Three of five districts (Districts Three, Four, and Five) viewed obtaining

Table 4: Percent in Each MDT District Say Possible Actions to Improve Transportation System a Somewhat or Very High Priority					
	District				
	1	2	3	4	5
Wider roadways	49.1	40.2	53.4	61.2	52.1
Increase shoulder widths to accommodate bikes	53.1	47.8	49.7	45.1	46.5
Ensure adequate pedestrian facilities	50.4	40.2	41.9	32.8	39.6
Reducing traffic congestion	47.3	28.7	32.1	22.3	31.4
More pavement markings	40.7	26.3	28.5	16.4	23.3
More traffic signals and left turn bays	32.4	29.5	26.0	17.5	29.2
More guardrails and crash cushions	25.1	26.4	30.3	31.0	23.7
More illumination of roadways	27.7	23.1	24.9	17.6	19.0
Regulate highway approaches	28.7	25.5	18.0	7.9	18.7
More directional information signs	15.4	12.7	19.8	14.6	18.1

wider roadways to be a somewhat high or very high priority. Two of these, District Four (61.2 percent) and District Three (53.4 percent), had significantly more respondents who viewed wider roadways as at least a somewhat high priority when compared to District Two (40.2 percent).

District One respondents were more likely than those from other districts to say a possible action was at least a somewhat high priority in the remaining five items where significant district differences were observed.

A majority of District One respondents (50.4 percent) said ensuring adequate pedestrian facilities were a somewhat high or very high priority, while only 32.8 percent of District Four and 39.6 percent of District Five respondents agreed.

A near majority (47.3 percent) of District One respondents said traffic congestion is a somewhat high or very high priority, a percentage that was significantly higher than any other district.

Similarly, 40.7 percent of District One residents said more pavement markings is at least a somewhat high priority, while each other district's total was significantly lower.

One in three District One respondents said more traffic signals and turn bays are a somewhat high or very high priority, but only 17.5 percent of District Four respondents agreed.

Nearly four times more District One residents (28.7 percent) than District Four residents (7.9 percent) said regulating highway approaches is at least a somewhat high priority.

Trends in Actions to Improve the Transportation System

2004 point estimates of the priority of possible system improvements dropped relative to 2003 estimates. This is the case for nine of the ten items examined (see Figure 2). Care must be taken when comparing only two points in time. Trends often become apparent only after several years' data are examined.

Wider roadways and increased shoulder widths to accommodate bicyclists were the highest priority items in 2004 as they were in 2003. The third ranked priority in 2003, more guardrails and cushions, dropped into a three-way tie for fifth place. This was the largest change that occurred in priority between 2003 and 2004.

The lowest priority action examined in 2004 was more directional signs, while the lowest priority action in 2003 was more illumination of roadways.

Readers should note that the format of questions that examine the priority of possible actions to improve the transportation system changed in 2003. A fifth response option, "Medium Priority," was added. This new response option produces data that are not directly comparable with MDT TranPlan Survey data collected before 2003.

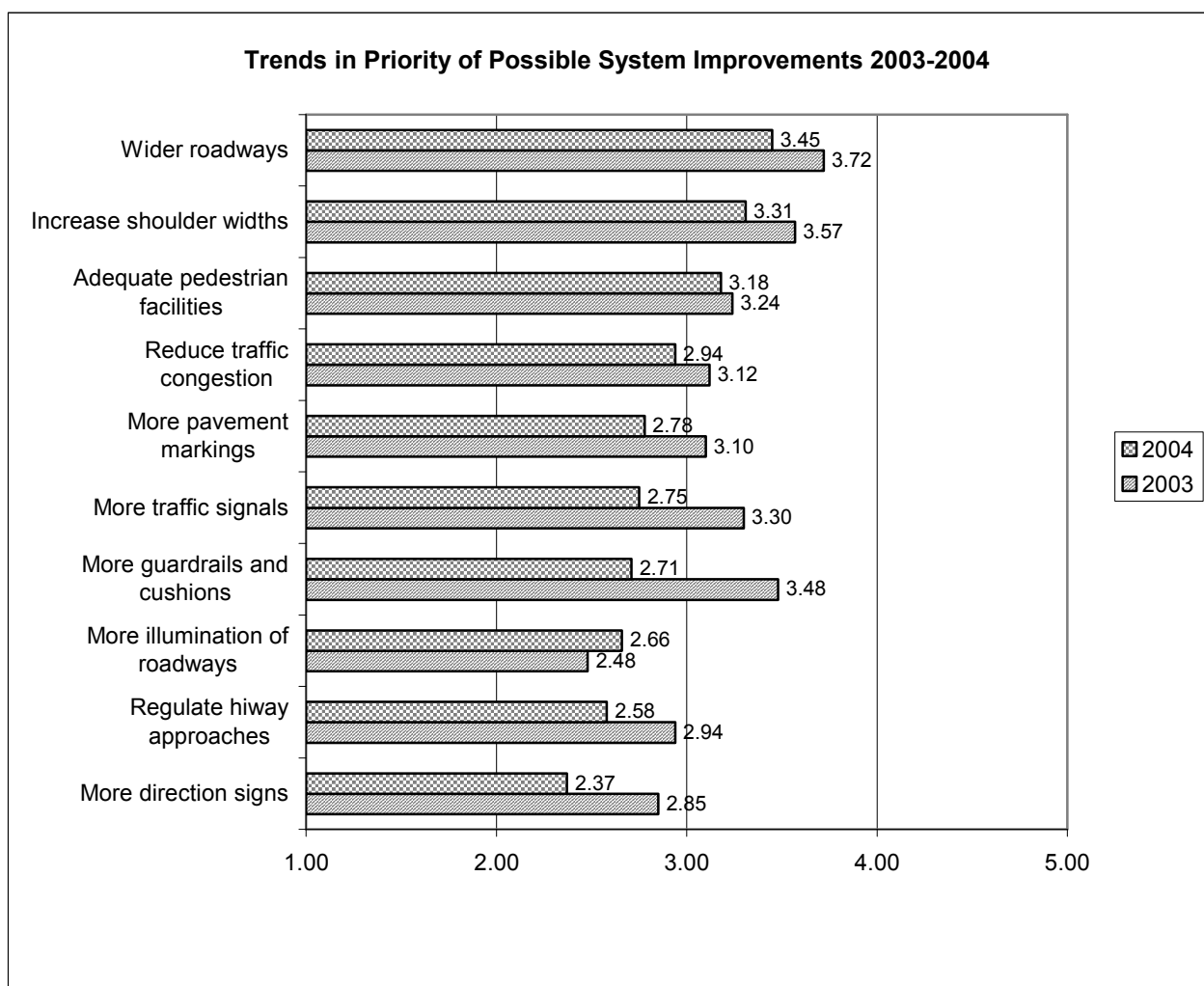


Figure 2

Overall MDT Customer Service and Construction Zone Performance

Table 5: MDT Overall Performance and Construction Zone Grades (%)

	A or B	C	D or F	Don't Know	Mean	N
Providing and marking detours	69.5	22.9	4.0	3.6	2.91	1348
Overall performance last year	60.6	30.5	3.6	5.2	2.72	1326
Convenience of travel through construction projects	59.7	31.0	6.9	2.4	2.67	1365
Public notification about local construction projects	53.7	27.0	13.4	5.9	2.62	1316
Kept customers informed	49.1	29.5	12.6	8.8	2.54	1276
Minimizing inconvenience caused by projects	50.6	33.2	11.3	4.9	2.50	1331

Respondents were asked to grade various aspects of MDT overall performance and customer service. The responses to these questions are found in the Table 5. In general, Montanans give MDT a slightly above average (B- or C+) grade for customer service and performance.

Montanans gave the highest grade to providing and marking detours (2.91 on a five-point scale). Second place went to MDT overall service in the last year (2.72). Third

Table 6: Average MDT Overall Performance and Customer Service Grades in Each MDT District

	District				
	1	2	3	4	5
Providing and marking detours	2.89	2.96	2.91	2.99	2.88
Overall performance last year	2.63	2.84	2.72	2.75	2.72
Convenience of travel through construction projects	2.65	2.72	2.66	2.67	2.65
Public notification about local construction projects	2.54	2.60	2.77	2.62	2.59
Kept customers informed	2.47	2.49	2.70	2.54	2.50
Minimizing inconvenience caused by projects	2.53	2.56	2.44	2.56	2.46

place was a statistical tie between two categories; convenience of travel through construction projects (2.67) and public notification about local construction projects (2.62). The lowest grade was a statistical tie between two categories; keeping customers informed (2.54) and minimizing inconvenience caused by projects (2.50).

Respondent grades by MDT District are presented in Table 6. For the most part, there is widespread agreement between the MDT Districts regarding MDT overall performance and customer service grades.

There are few statistically significant differences between districts' mean grades. District One respondents give MDT overall performance in the last year a slightly lower grade (2.63) than do District Two respondents (2.84). Similarly, District One respondents grade keeping customers informed a bit lower (2.47) than District Three respondents (2.70).

District One was slightly more likely overall to give lower grades when compared to the other districts. District One gave the lowest average mean grade in four of the six items examined. District Two was slightly more likely to award a higher mean grade, giving the highest mean grade in two instances and tying for the highest grade in a third.

Trends in Overall Performance and Construction Zone Grades

MDT began asking respondents to grade aspects of its performance using an A through F scale in 2001 (see Figure 3). Of the six items respondents graded in 2004, four were also examined in 2003 and three were examined in 2001.

Each grade for the items evaluated has increased since 2001. The mean grade for overall performance in the past year has increased from 2.59 in 2001 to 2.72 in 2004. The positive trend is also found in convenience of travel through construction zones, keeping customers informed, and minimizing inconvenience caused by construction projects.

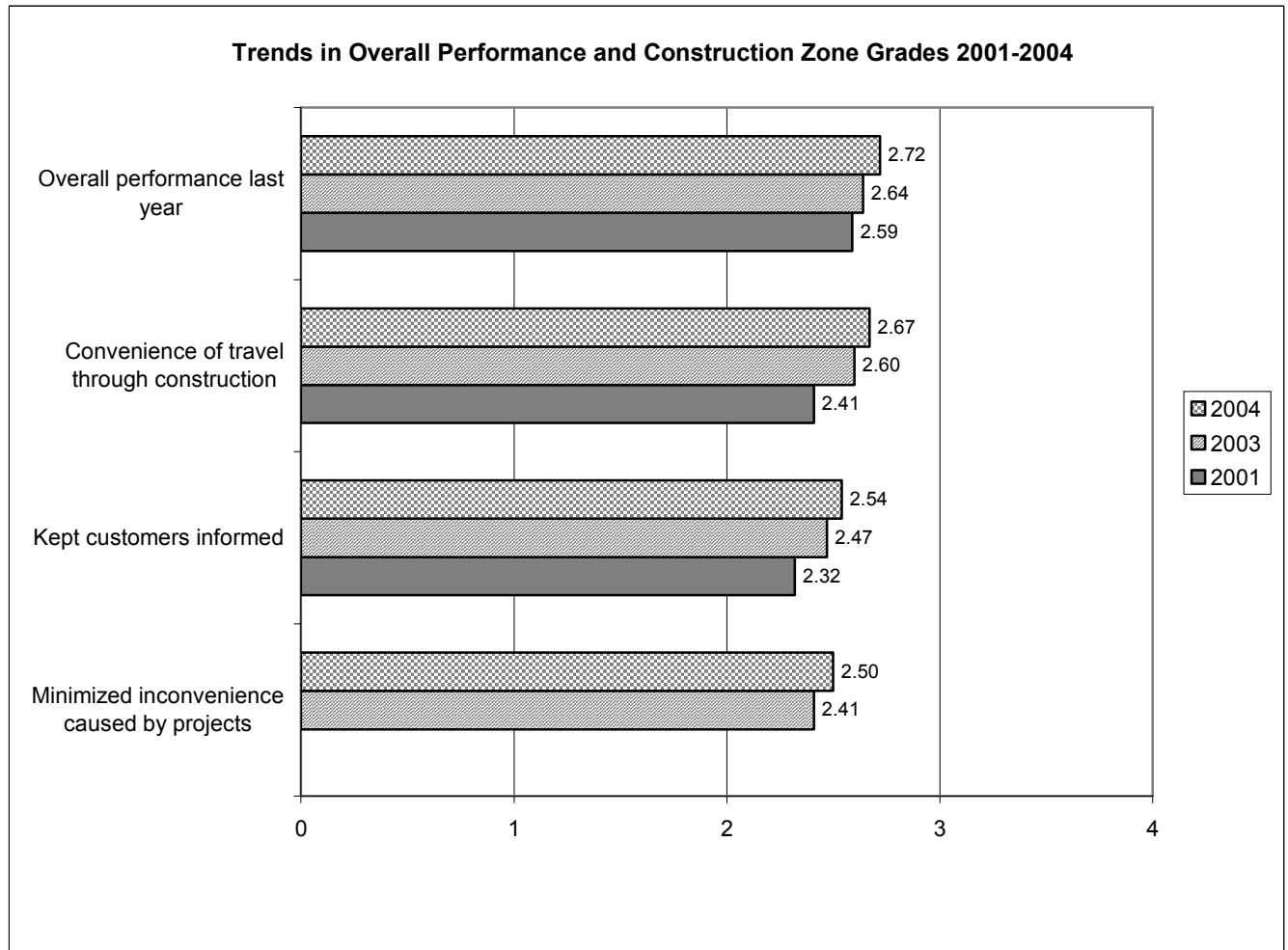


Figure 3

MDT Construction Zone Characteristics

MDT Engineering Division included seven items in the questionnaire that asked respondents to agree or disagree with a statement about highway construction in general or about more specific construction zone characteristics. These items had not been asked in previous MDT TranPlan surveys.

	Agree	Disagree	No Opinion	Don't Know	
Safety more important than convenience in construction zones	95.9	1.4	1.0	1.7	Montanans agreed with each statement examined by large majorities. Adult Montanans are almost unanimous (95.9 percent) in their opinion that safety is more important than convenience when traveling through construction zones. More
Warning signs for construction zones appropriate	91.5	4.6	2.1	1.7	
Speed limits in construction zones clearly marked	87.1	9.2	1.7	2.0	
Signs in construction zones easy to read and understand	84.3	12.4	1.7	1.6	
Travel lanes in construction zones clearly marked	77.1	17.4	3.9	1.6	
Delays associated with construction are short	60.7	30.0	6.6	2.7	
MDT does its best to incorporate highway beautification	57.8	12.2	24.0	6.0	

than nine in ten Montanans (91.5 percent) say warning zones for construction zones are appropriate. Almost the same proportion (87.1 percent) state that speed limits in construction zones are clearly marked.

More than four of five respondents (84.3 percent) reported that signs in construction zones are easy to read and understand. Somewhat fewer, but still a very large majority (77.1 percent), said that travel lanes in construction zones are clearly marked.

Two items received significantly fewer “agree” responses. Three of five (60.7 percent) respondents said that delays associated with construction are short, while three in ten (30.0 percent) disagreed. This is the largest percentage of “disagree” responses among the construction zone items.

Almost three of five respondents (57.8 percent) agreed that MDT does its best to incorporate highway beautification into projects. Only 12.2 percent of respondents disagreed with this statement, but 30 percent of respondents said they did not know enough to provide an answer or had no opinion.

Two additional demographic characteristics help to identify the respondents that provided no answer to this item. First, 48 percent of respondents who had lived in Montana less than five years said they did not know or had no opinion. Second, about 35 percent of District Four and Five respondents said they didn't know or had no opinion, while about 25 percent of District One respondents didn't know or had no opinion.

Table 8: MDT Construction Zone Characteristics, Percent of Respondents Who Agree in Each MDT District

	1	2	District 3	4	5
Warning signs for construction zones appropriate	92.7	92.8	87.0	91.2	93.5
Speed limits in construction zones clearly marked	90.2	89.7	84.0	82.4	85.7
Signs in construction zones easy to read and understand	85.6	84.7	80.3	86.0	85.3
Travel lanes in construction zones clearly marked	78.0	80.2	73.6	74.3	78.2
Delays associated with construction are short	63.1	67.9	53.5	55.2	60.8
MDT does its best to incorporate highway beautification	62.3	57.3	58.2	56.6	51.9

Examination of the construction zone items by district reveals that Montanans across each region largely agree. Only three statistically significant regional differences emerge. Somewhat more District Five residents (93.5 percent) than District Three residents (87.0 percent) say that warning signs for construction zones is appropriate. More District Two residents (67.9 percent) said that delays associated with construction are short when compared to District Three residents (53.5 percent). Significantly more District One residents (62.6 percent) said MDT does its best to incorporate highway beautification than did District Five residents (51.9 percent).

Special Topics

This section examines traffic congestion and highway beautification more closely.

Traffic Congestion

Assessing Montanans' views on traffic congestion only at the statewide level excludes key information. Respondent reports at the regional level are quite different.

Montana residents consider traffic congestion a small problem statewide. Their assessment represents a significant decline from 1994 when it was considered a moderate problem. Reducing traffic congestion by increasing the capacity of the highway system is considered a medium priority. Montanans' mean 2004 priority score for this solution declined slightly from its 2003 level.

More populated and urbanized western Montana (MDT District One) views traffic congestion much more seriously than does rural, sparsely populated northeastern Montana (MDT District Four). Figure 4 graphically demonstrates this. Nearly three of every five Montanans from District One view traffic congestion as a moderate or serious problem. Less than one in five Montanans from District Three agree. The remaining district percentages are just under the statewide figure.

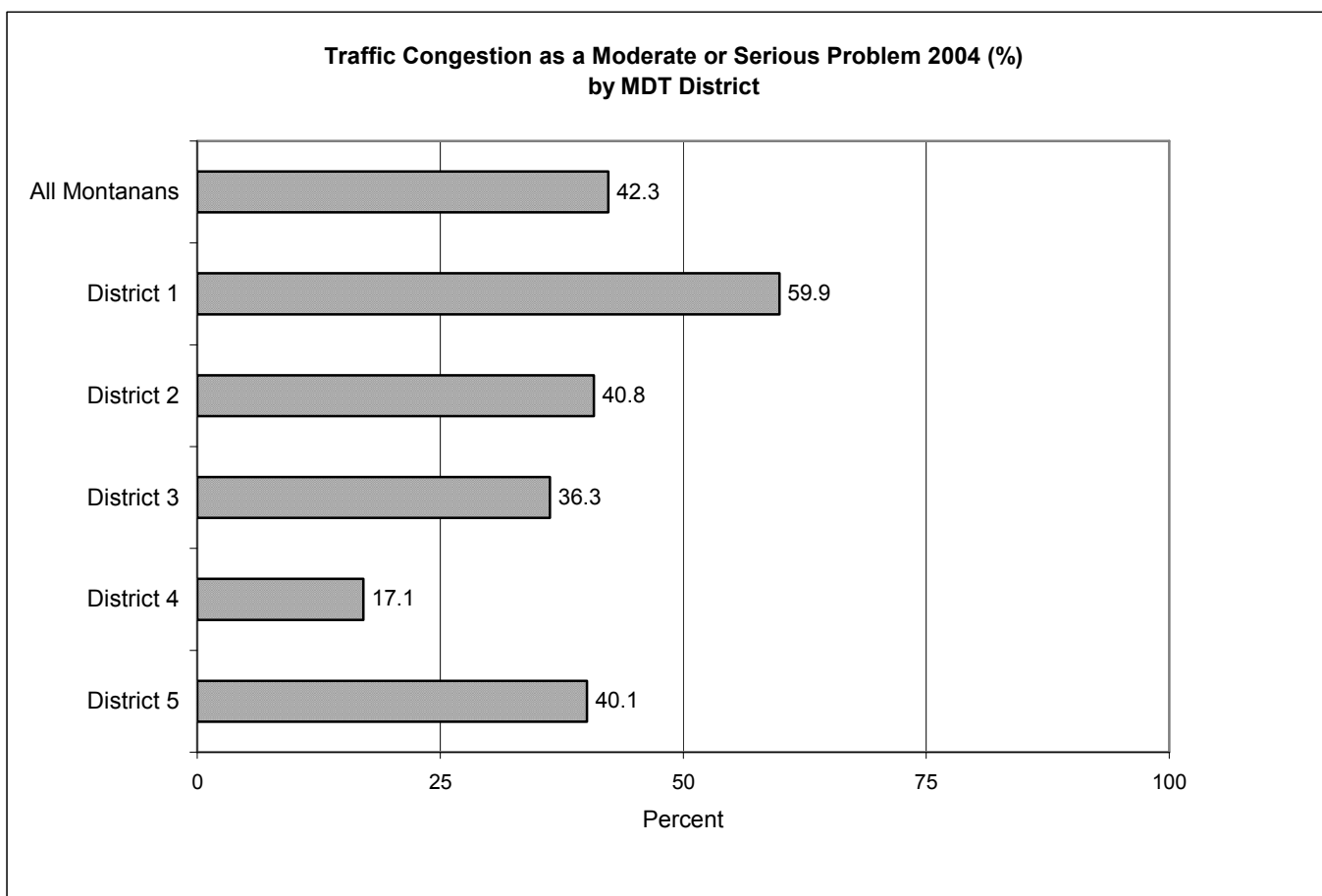


Figure 4

Beautification Projects

Nearly three in five Montana residents (57.8 percent) say MDT does its best to incorporate beautification when planning transportation projects. This opinion is held across most demographic groups and in most regions of Montana.

A close look at the data reveals two additional findings. The first is that western Montanans are more likely to agree that MDT does its best to incorporate beautification than are southeastern Montanans. Figure 5 demonstrates this. Respondents from the other MDT districts agree in roughly the same proportion as Montanans as a whole.

The second is that a significant portion of adult Montanans say they do not have enough information about MDT beautification projects. Overall, 30 percent of Montanans said they did not have enough information to answer this question. This figure is far higher than the percentage of “Don’t Know” responses for any other item in the questionnaire, including those that just preceded the item and those that closely follow it. This tends to rule out some sort of measurement error, like respondent fatigue at the end of the questionnaire, as a possible cause for this high figure.

Two characteristics distinguish those who said they did not know enough to answer. First,

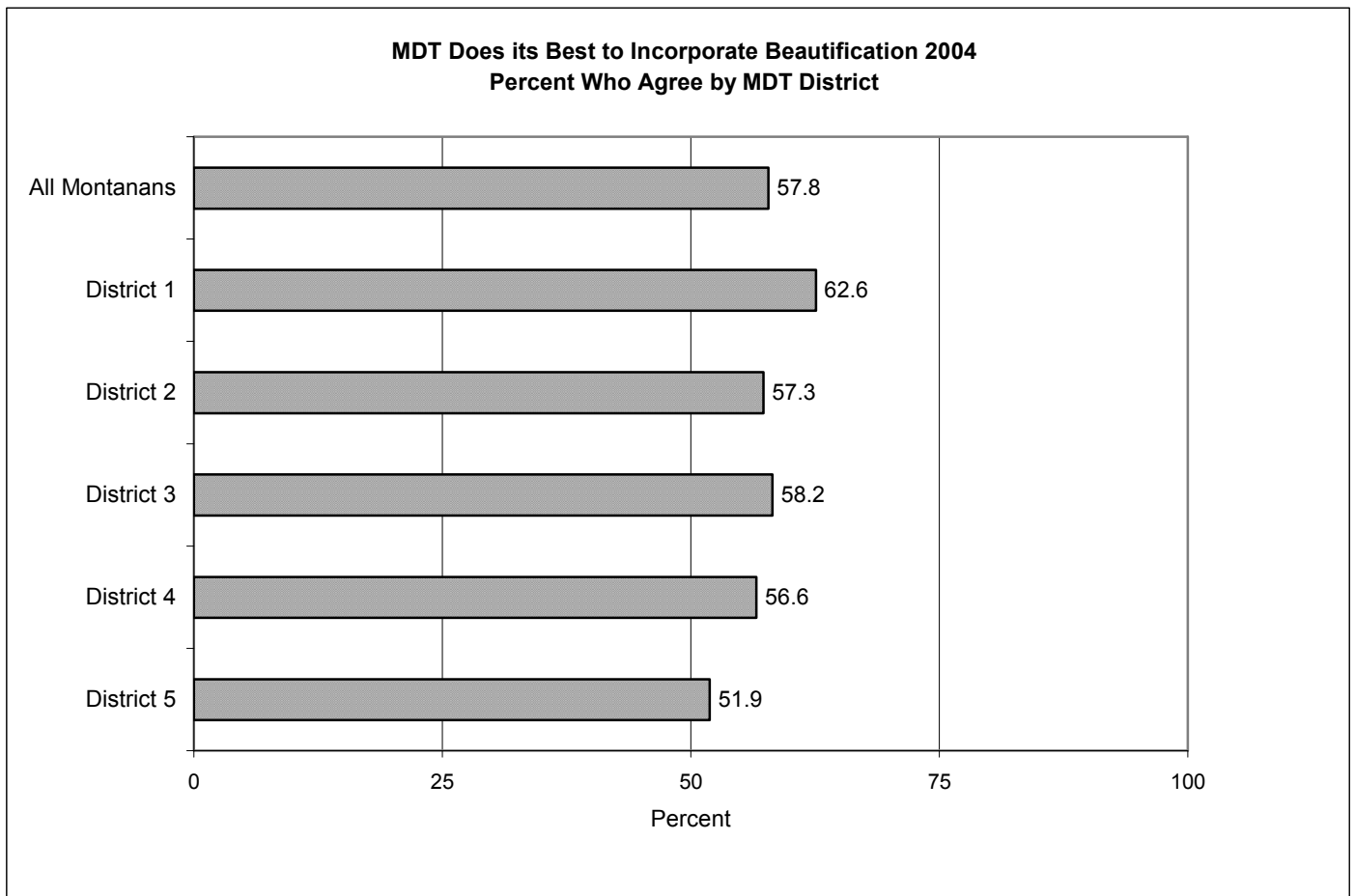


Figure 5

new residents to Montana were almost twice as likely to give a “Don’t Know” answer as were long-term residents. While 48 percent of residents who lived in Montana for less than five years gave “Don’t Know” answers, only 27.2 percent of residents who lived in Montana at least 20 years gave the same response.

Region is also useful in describing those who said they don’t have enough information. While about 35 percent of District Four and Five respondents said they didn’t know or had no opinion, only about 25 percent of District One respondents said they didn’t know.

APPENDIX A: DETAILED RESULTS

S1a. I am going to list several areas that could be considered as possible safety problems with transportation in Montana. How much of a problem is traffic congestion?

	Percentage of Respondents					N
	How much of a problem					
	Not a problem	Small problem	Moderate <u>problem</u>	Serious problem	<u>DK</u>	
All respondents	36.5%	19.8%	28.4%	13.9%	1.4%	1,399
Gender						
Male	37.2%	20.4%	28.3%	12.6%	1.6%	697
Female	35.9%	19.2%	28.5%	15.2%	1.1%	702
Age						
18 to 24 yrs	32.2%	21.5%	35.5%	9.9%	.8%	121
25 to 34 yrs	33.3%	24.5%	27.0%	11.8%	3.4%	204
35 to 44 yrs	37.5%	17.0%	31.2%	13.4%	.8%	253
45 to 54 yrs	34.4%	23.0%	27.5%	13.6%	1.5%	331
55 to 64 yrs	41.7%	17.4%	28.1%	12.8%		242
65 yrs & over	37.9%	16.1%	24.6%	19.8%	1.6%	248
Race						
White & other	36.2%	20.1%	28.9%	13.5%	1.2%	1,292
American Indian	40.2%	15.9%	22.4%	18.7%	2.8%	107
Educational attainment						
Grades 1-12	49.1%	22.6%	7.5%	20.8%		53
HS diploma-GED	36.8%	16.2%	29.6%	16.2%	1.4%	582
Some post HS	34.7%	21.1%	29.6%	13.6%	.9%	331
College graduate	36.0%	23.3%	28.4%	10.4%	1.8%	433
Household income in 2003						
Less than \$15,000	37.6%	12.0%	31.6%	17.9%	.9%	117
\$15,000-\$29,999	36.3%	20.5%	27.4%	14.7%	1.1%	190
\$30,000-\$39,999	35.7%	18.9%	28.0%	17.5%		143
\$40,000-\$49,999	36.6%	16.8%	33.6%	9.9%	3.1%	131
\$50,000-\$74,999	33.6%	23.4%	29.4%	12.8%	.9%	235
\$75,000 & over	37.5%	18.8%	32.5%	10.6%	.6%	160
	37.8%	21.3%	24.3%	14.4%	2.1%	423
Rural-urban						
Urban	26.1%	20.4%	34.6%	18.0%	.9%	848
Rural	52.6%	18.9%	18.9%	7.6%	2.0%	551
MDT region						
District 1	24.9%	15.2%	35.7%	23.2%	1.0%	409
District 2	36.6%	22.1%	26.7%	13.7%	.8%	262
District 3	41.8%	21.7%	25.8%	10.0%	.7%	299
District 4	61.8%	16.9%	11.8%	4.4%	5.1%	136
District 5	35.5%	23.5%	30.0%	9.6%	1.4%	293
Years lived in Montana						
Less than 5 yrs	40.8%	21.6%	29.6%	6.4%	1.6%	125
5 to 9 yrs	45.0%	21.0%	22.0%	10.0%	2.0%	100
10 to 19 yrs	32.0%	16.3%	34.0%	15.3%	2.5%	203
20 yrs & over	36.0%	20.2%	27.7%	15.0%	1.0%	971

S1b. I am going to list several areas that could be considered as possible safety problems with transportation in Montana. How much of a problem is wildlife along roadways?

	Percentage of Respondents					<u>N</u>
	Not a problem	Small problem	Moderate <u>problem</u>	Serious problem	<u>DK</u>	
All respondents	14.5%	18.9%	39.4%	26.2%	1.0%	1,399
Gender						
Male	13.9%	18.1%	41.8%	25.4%	.9%	697
Female	15.1%	19.8%	37.0%	26.9%	1.1%	702
Age						
18 to 24 yrs	22.3%	22.3%	38.0%	16.5%	.8%	121
25 to 34 yrs	14.7%	21.1%	46.1%	18.1%		204
35 to 44 yrs	11.5%	19.0%	43.5%	25.3%	.8%	253
45 to 54 yrs	10.3%	16.3%	42.6%	29.6%	1.2%	331
55 to 64 yrs	12.8%	18.2%	36.0%	32.6%	.4%	242
65 yrs & over	21.0%	19.8%	29.4%	27.4%	2.4%	248
Race						
White & other	14.2%	19.2%	39.6%	25.9%	1.1%	1,292
American Indian	17.8%	15.9%	36.4%	29.9%		107
Educational attainment						
Grades 1-12	20.8%	26.4%	24.5%	26.4%	1.9%	53
HS diploma-GED	14.9%	19.1%	36.6%	28.4%	1.0%	582
Some post HS	16.6%	16.0%	40.8%	25.4%	1.2%	331
College graduate	11.5%	20.1%	43.9%	23.8%	.7%	433
Household income in 2003						
Less than \$15,000	17.9%	20.5%	31.6%	26.5%	3.4%	117
\$15,000-\$29,999	14.2%	22.1%	38.4%	24.7%	.5%	190
\$30,000-\$39,999	10.5%	23.1%	36.4%	30.1%		143
\$40,000-\$49,999	9.9%	13.7%	50.4%	25.2%	.8%	131
\$50,000-\$74,999	11.9%	15.7%	44.7%	26.8%	.9%	235
\$75,000 & over	10.0%	20.0%	46.3%	23.8%		160
REFUSED	19.6%	18.7%	34.0%	26.2%	1.4%	423
Rural-urban						
Urban	15.9%	22.5%	39.9%	20.6%	1.1%	848
Rural	12.3%	13.4%	38.7%	34.7%	.9%	551
MDT region						
District 1	13.0%	18.3%	43.0%	24.7%	1.0%	409
District 2	17.2%	19.8%	35.1%	26.0%	1.9%	262
District 3	13.0%	21.4%	41.5%	23.7%	.3%	299
District 4	14.7%	14.0%	32.4%	38.2%	.7%	136
District 5	15.7%	18.8%	39.2%	25.3%	1.0%	293
Years lived in Montana						
Less than 5 yrs	20.0%	13.6%	38.4%	28.0%		125
5 to 9 yrs	22.0%	23.0%	39.0%	16.0%		100
10 to 19 yrs	15.8%	16.3%	40.9%	26.1%	1.0%	203
20 yrs & over	12.8%	19.8%	39.2%	27.0%	1.2%	971

S1c. I am going to list several areas that could be considered as possible safety problems with transportation in Montana. How much of a problem are too many driveways and approaches onto major highways?

	Percentage of Respondents					N
	How much of a problem					
	Not a problem	Small problem	Moderate <u>problem</u>	Serious problem	DK	
All respondents	48.7%	18.1%	21.0%	8.0%	4.2%	1,399
Gender						
Male	49.2%	18.8%	22.4%	7.2%	2.4%	697
Female	48.1%	17.4%	19.7%	8.8%	6.0%	702
Age						
18 to 24 yrs	50.4%	29.8%	11.6%	5.0%	3.3%	121
25 to 34 yrs	45.1%	23.0%	22.5%	5.9%	3.4%	204
35 to 44 yrs	45.5%	19.4%	25.3%	6.7%	3.2%	253
45 to 54 yrs	44.4%	17.5%	22.7%	11.2%	4.2%	331
55 to 64 yrs	49.6%	15.3%	25.6%	7.0%	2.5%	242
65 yrs & over	58.9%	10.5%	13.3%	9.3%	8.1%	248
Race						
White & other	48.8%	18.6%	21.0%	7.6%	4.1%	1,292
American Indian	47.7%	12.1%	21.5%	13.1%	5.6%	107
Educational attainment						
Grades 1-12	62.3%	15.1%	11.3%	7.5%	3.8%	53
HS diploma-GED	51.4%	15.6%	19.4%	8.2%	5.3%	582
Some post HS	46.5%	18.4%	24.2%	8.2%	2.7%	331
College graduate	45.0%	21.5%	21.9%	7.6%	3.9%	433
Household income in 2003						
Less than \$15,000	49.6%	11.1%	21.4%	10.3%	7.7%	117
\$15,000-\$29,999	52.1%	16.3%	16.3%	10.5%	4.7%	190
\$30,000-\$39,999	45.5%	21.7%	22.4%	5.6%	4.9%	143
\$40,000-\$49,999	48.9%	20.6%	18.3%	10.7%	1.5%	131
\$50,000-\$74,999	44.3%	19.1%	27.7%	7.2%	1.7%	235
\$75,000 & over	51.3%	18.1%	21.9%	7.5%	1.3%	160
REFUSED	49.4%	18.2%	19.4%	6.9%	6.1%	423
Rural-urban						
Urban	43.6%	19.7%	22.8%	9.6%	4.4%	848
Rural	56.4%	15.6%	18.3%	5.6%	4.0%	551
MDT region						
District 1	35.9%	17.8%	25.9%	15.9%	4.4%	409
District 2	55.0%	16.8%	18.7%	6.1%	3.4%	262
District 3	50.8%	21.4%	20.1%	4.7%	3.0%	299
District 4	68.4%	8.8%	16.2%	2.9%	3.7%	136
District 5	49.5%	20.5%	19.5%	4.4%	6.1%	293
Years lived in Montana						
Less than 5 yrs	54.4%	16.8%	16.8%	4.0%	8.0%	125
5 to 9 yrs	51.0%	14.0%	21.0%	9.0%	5.0%	100
10 to 19 yrs	46.3%	22.2%	21.7%	6.9%	3.0%	203
20 yrs & over	48.2%	17.8%	21.4%	8.7%	3.9%	971

S1d. I am going to list several areas that could be considered as possible safety problems with transportation in Montana. How much of a problem is debris on roadways?

	Percentage of Respondents					<u>N</u>
	Not a problem	Small problem	Moderate <u>problem</u>	Serious problem	<u>DK</u>	
All respondents	50.7%	27.9%	15.8%	4.6%	1.0%	1,399
Gender						
Male	51.1%	29.1%	14.3%	4.9%	.6%	697
Female	50.3%	26.6%	17.2%	4.4%	1.4%	702
Age						
18 to 24 yrs	50.4%	31.4%	14.0%	4.1%		121
25 to 34 yrs	55.9%	24.0%	13.7%	5.9%	.5%	204
35 to 44 yrs	50.2%	26.5%	16.6%	4.7%	2.0%	253
45 to 54 yrs	42.3%	34.4%	17.8%	4.8%	.6%	331
55 to 64 yrs	50.8%	28.5%	15.3%	4.5%	.8%	242
65 yrs & over	58.1%	21.4%	15.3%	3.6%	1.6%	248
Race						
White & other	50.9%	28.3%	15.4%	4.5%	.9%	1,292
American Indian	48.6%	22.4%	20.6%	6.5%	1.9%	107
Educational attainment						
Grades 1-12	49.1%	24.5%	18.9%	3.8%	3.8%	53
HS diploma-GED	54.3%	23.9%	15.5%	5.5%	.9%	582
Some post HS	50.5%	28.1%	15.4%	5.4%	.6%	331
College graduate	46.2%	33.5%	16.2%	3.0%	1.2%	433
Household income in 2003						
Less than \$15,000	53.0%	19.7%	17.1%	8.5%	1.7%	117
\$15,000-\$29,999	56.8%	20.5%	15.8%	4.7%	2.1%	190
\$30,000-\$39,999	45.5%	29.4%	21.7%	2.8%	.7%	143
\$40,000-\$49,999	52.7%	26.7%	16.0%	3.1%	1.5%	131
\$50,000-\$74,999	46.8%	34.5%	14.9%	3.4%	.4%	235
\$75,000 & over	47.5%	32.5%	16.3%	3.8%		160
REFUSED	51.8%	27.9%	13.7%	5.7%	.9%	423
Rural-urban						
Urban	48.9%	28.5%	17.5%	4.4%	.7%	848
Rural	53.4%	26.9%	13.2%	5.1%	1.5%	551
MDT region						
District 1	48.2%	27.6%	17.6%	6.1%	.5%	409
District 2	49.6%	30.5%	16.8%	2.3%	.8%	262
District 3	55.5%	26.1%	13.0%	4.7%	.7%	299
District 4	57.4%	22.8%	12.5%	3.7%	3.7%	136
District 5	47.1%	30.0%	16.7%	5.1%	1.0%	293
Years lived in Montana						
Less than 5 yrs	60.0%	17.6%	14.4%	6.4%	1.6%	125
5 to 9 yrs	59.0%	27.0%	10.0%	3.0%	1.0%	100
10 to 19 yrs	51.2%	28.6%	14.8%	4.4%	1.0%	203
20 yrs & over	48.5%	29.1%	16.8%	4.6%	.9%	971

S1e. I am going to list several areas that could be considered as possible safety problems with transportation in Montana. How much of a problem is a lack of guardrails?

	Percentage of Respondents					<u>N</u>
	Not a problem	How much of a problem Small problem	Moderate <u>problem</u>	Serious problem	<u>DK</u>	
All respondents	44.8%	22.1%	21.2%	8.4%	3.6%	1,399
Gender						
Male	49.4%	22.8%	20.1%	6.2%	1.6%	697
Female	40.3%	21.4%	22.2%	10.5%	5.6%	702
Age						
18 to 24 yrs	41.3%	26.4%	23.1%	8.3%	.8%	121
25 to 34 yrs	40.7%	25.5%	19.6%	8.8%	5.4%	204
35 to 44 yrs	40.3%	22.9%	22.9%	10.7%	3.2%	253
45 to 54 yrs	43.2%	25.1%	22.4%	6.3%	3.0%	331
55 to 64 yrs	45.5%	20.7%	21.9%	9.5%	2.5%	242
65 yrs & over	56.0%	13.7%	17.3%	7.3%	5.6%	248
Race						
White & other	45.9%	22.2%	20.8%	7.7%	3.4%	1,292
American Indian	31.8%	20.6%	25.2%	16.8%	5.6%	107
Educational attainment						
Grades 1-12	54.7%	17.0%	13.2%	11.3%	3.8%	53
HS diploma-GED	45.0%	18.6%	21.8%	9.6%	5.0%	582
Some post HS	42.9%	23.3%	22.4%	9.7%	1.8%	331
College graduate	44.8%	26.6%	20.3%	5.3%	3.0%	433
Household income in 2003						
Less than \$15,000	37.6%	17.9%	26.5%	12.8%	5.1%	117
\$15,000-\$29,999	46.8%	17.9%	21.1%	10.5%	3.7%	190
\$30,000-\$39,999	46.9%	14.7%	22.4%	13.3%	2.8%	143
\$40,000-\$49,999	44.3%	24.4%	18.3%	8.4%	4.6%	131
\$50,000-\$74,999	38.7%	30.6%	25.1%	4.3%	1.3%	235
\$75,000 & over	46.3%	26.3%	20.6%	6.3%	.6%	160
REFUSED	48.2%	20.6%	18.2%	7.6%	5.4%	423
Rural-urban						
Urban	43.2%	24.5%	21.0%	7.4%	3.9%	848
Rural	47.4%	18.3%	21.4%	9.8%	3.1%	551
MDT region						
District 1	39.4%	23.5%	23.5%	9.5%	4.2%	409
District 2	47.3%	22.9%	18.7%	7.3%	3.8%	262
District 3	44.8%	21.4%	22.7%	10.0%	1.0%	299
District 4	58.1%	12.5%	13.2%	11.0%	5.1%	136
District 5	44.0%	24.6%	22.2%	4.8%	4.4%	293
Years lived in Montana						
Less than 5 yrs	44.8%	12.8%	22.4%	15.2%	4.8%	125
5 to 9 yrs	42.0%	22.0%	27.0%	5.0%	4.0%	100
10 to 19 yrs	41.4%	26.1%	19.7%	8.9%	3.9%	203
20 yrs & over	45.8%	22.5%	20.7%	7.7%	3.3%	971

S1f. I am going to list several areas that could be considered as possible safety problems with transportation in Montana. How much of a problem lack of adequate road signs?

	Percentage of Respondents					<u>N</u>
	Not a problem	Small problem	Moderate <u>problem</u>	Serious problem	<u>DK</u>	
All respondents	63.5%	17.6%	15.0%	3.4%	.4%	1,399
Gender						
Male	66.4%	17.1%	12.5%	3.7%	.3%	697
Female	60.7%	18.1%	17.5%	3.1%	.6%	702
Age						
18 to 24 yrs	52.9%	28.1%	16.5%	2.5%		121
25 to 34 yrs	60.3%	16.7%	17.2%	4.9%	1.0%	204
35 to 44 yrs	62.8%	18.2%	15.0%	4.0%		253
45 to 54 yrs	61.6%	22.7%	12.4%	3.3%		331
55 to 64 yrs	64.5%	14.0%	16.9%	4.1%	.4%	242
65 yrs & over	73.8%	9.3%	14.1%	1.6%	1.2%	248
Race						
White & other	63.5%	17.6%	15.2%	3.3%	.5%	1,292
American Indian	64.5%	17.8%	13.1%	4.7%		107
Educational attainment						
Grades 1-12	83.0%	7.5%	5.7%	3.8%		53
HS diploma-GED	65.3%	15.1%	15.5%	3.6%	.5%	582
Some post HS	60.1%	19.3%	15.4%	5.1%		331
College graduate	61.4%	20.8%	15.2%	1.8%	.7%	433
Household income in 2003						
Less than \$15,000	62.4%	13.7%	17.1%	6.0%	.9%	117
\$15,000-\$29,999	71.1%	9.5%	15.3%	4.2%		190
\$30,000-\$39,999	58.7%	18.9%	18.2%	4.2%		143
\$40,000-\$49,999	62.6%	19.8%	14.5%	2.3%	.8%	131
\$50,000-\$74,999	60.9%	23.4%	13.6%	2.1%		235
\$75,000 & over	58.8%	21.9%	16.9%	2.5%		160
REFUSED	65.7%	16.3%	13.5%	3.5%	.9%	423
Rural-urban						
Urban	61.4%	18.8%	15.9%	3.4%	.5%	848
Rural	66.8%	15.8%	13.6%	3.4%	.4%	551
MDT region						
District 1	60.6%	19.8%	15.6%	3.9%		409
District 2	68.7%	16.4%	11.8%	2.3%	.8%	262
District 3	59.9%	18.7%	17.4%	3.7%	.3%	299
District 4	74.3%	11.8%	8.1%	5.1%	.7%	136
District 5	61.8%	17.1%	17.7%	2.7%	.7%	293
Years lived in Montana						
Less than 5 yrs	58.4%	16.8%	18.4%	5.6%	.8%	125
5 to 9 yrs	72.0%	16.0%	11.0%		1.0%	100
10 to 19 yrs	60.1%	20.2%	15.3%	4.4%		203
20 yrs & over	64.1%	17.3%	14.9%	3.3%	.4%	971

S1g. I am going to list several areas that could be considered as possible safety problems with transportation in Montana. How much of a problem are different speed limits for trucks and cars on two-lane highways?

	Percentage of Respondents					<u>N</u>
	How much of a problem					
	Not a problem	Small problem	Moderate <u>problem</u>	Serious problem	<u>DK</u>	
All respondents	53.9%	11.9%	19.1%	13.2%	2.0%	1,399
Gender						
Male	51.5%	11.9%	20.4%	14.5%	1.7%	697
Female	56.3%	11.8%	17.8%	11.8%	2.3%	702
Age						
18 to 24 yrs	58.7%	12.4%	17.4%	9.1%	2.5%	121
25 to 34 yrs	56.9%	15.2%	19.6%	7.8%	.5%	204
35 to 44 yrs	56.1%	11.5%	19.0%	12.3%	1.2%	253
45 to 54 yrs	56.2%	11.2%	16.0%	14.5%	2.1%	331
55 to 64 yrs	48.8%	12.0%	19.4%	17.4%	2.5%	242
65 yrs & over	48.8%	10.1%	23.4%	14.5%	3.2%	248
Race						
White & other	53.6%	12.1%	19.3%	13.1%	1.9%	1,292
American Indian	57.9%	9.3%	15.9%	14.0%	2.8%	107
Educational attainment						
Grades 1-12	56.6%	7.5%	17.0%	15.1%	3.8%	53
HS diploma-GED	51.5%	10.3%	20.8%	14.6%	2.7%	582
Some post HS	56.8%	10.6%	18.7%	12.4%	1.5%	331
College graduate	54.5%	15.5%	17.3%	11.5%	1.2%	433
Household income in 2003						
Less than \$15,000	53.0%	11.1%	14.5%	18.8%	2.6%	117
\$15,000-\$29,999	58.4%	7.9%	24.2%	8.4%	1.1%	190
\$30,000-\$39,999	50.3%	14.0%	18.9%	14.7%	2.1%	143
\$40,000-\$49,999	54.2%	13.0%	19.8%	12.2%	.8%	131
\$50,000-\$74,999	54.5%	10.6%	17.9%	16.6%	.4%	235
\$75,000 & over	51.3%	15.0%	18.1%	15.0%	.6%	160
REFUSED	53.9%	12.3%	18.9%	10.9%	4.0%	423
Rural-urban						
Urban	53.1%	12.3%	20.4%	12.6%	1.7%	848
Rural	55.2%	11.3%	17.1%	14.0%	2.5%	551
MDT region						
District 1	51.1%	11.2%	20.5%	14.9%	2.2%	409
District 2	62.2%	11.8%	12.6%	9.9%	3.4%	262
District 3	53.5%	11.7%	22.7%	10.7%	1.3%	299
District 4	64.7%	9.6%	11.0%	13.2%	1.5%	136
District 5	45.7%	14.0%	22.9%	16.0%	1.4%	293
Years lived in Montana						
Less than 5 yrs	65.6%	12.8%	13.6%	5.6%	2.4%	125
5 to 9 yrs	68.0%	11.0%	8.0%	11.0%	2.0%	100
10 to 19 yrs	52.7%	10.3%	26.6%	9.4%	1.0%	203
20 yrs & over	51.2%	12.2%	19.4%	15.1%	2.2%	971

S1h. I am going to list several areas that could be considered as possible safety problems with transportation in Montana. How much of a problem is the visibility of road signs during the day?

	Percentage of Respondents					N
	How much of a problem					
	Not a problem	Small problem	Moderate <u>problem</u>	Serious problem	<u>DK</u>	
All respondents	75.6%	15.2%	7.1%	1.2%	.8%	1,399
Gender						
Male	76.0%	15.1%	7.7%	.6%	.6%	697
Female	75.2%	15.4%	6.6%	1.9%	1.0%	702
Age						
18 to 24 yrs	66.9%	24.0%	6.6%	2.5%		121
25 to 34 yrs	76.5%	16.7%	5.4%	1.0%	.5%	204
35 to 44 yrs	74.7%	17.0%	7.9%	.4%		253
45 to 54 yrs	75.2%	16.9%	5.1%	1.8%	.9%	331
55 to 64 yrs	75.6%	13.2%	9.9%	.4%	.8%	242
65 yrs & over	80.6%	7.7%	8.1%	1.6%	2.0%	248
Race						
White & other	75.5%	15.6%	7.0%	1.1%	.9%	1,292
American Indian	76.6%	11.2%	9.3%	2.8%		107
Educational attainment						
Grades 1-12	79.2%	9.4%	7.5%	1.9%	1.9%	53
HS diploma-GED	75.9%	13.4%	8.2%	1.0%	1.4%	582
Some post HS	72.8%	17.5%	7.9%	1.5%	.3%	331
College graduate	76.9%	16.6%	5.1%	1.2%	.2%	433
Household income in 2003						
Less than \$15,000	72.6%	12.0%	10.3%	2.6%	2.6%	117
\$15,000-\$29,999	77.9%	9.5%	10.0%	2.1%	.5%	190
\$30,000-\$39,999	76.2%	17.5%	4.2%	1.4%	.7%	143
\$40,000-\$49,999	76.3%	16.8%	6.1%		.8%	131
\$50,000-\$74,999	73.6%	16.6%	9.4%	.4%		235
\$75,000 & over	74.4%	21.3%	4.4%			160
REFUSED	76.6%	14.4%	6.1%	1.7%	1.2%	423
Rural-urban						
Urban	73.2%	17.2%	7.3%	1.4%	.8%	848
Rural	79.3%	12.2%	6.9%	.9%	.7%	551
MDT region						
District 1	73.1%	16.6%	8.1%	1.7%	.5%	409
District 2	79.8%	13.4%	5.7%	1.1%		262
District 3	74.2%	16.1%	7.0%	1.7%	1.0%	299
District 4	84.6%	10.3%	3.7%		1.5%	136
District 5	72.7%	16.4%	8.9%	.7%	1.4%	293
Years lived in Montana						
Less than 5 yrs	74.4%	18.4%	4.8%	2.4%		125
5 to 9 yrs	83.0%	14.0%	2.0%	1.0%		100
10 to 19 yrs	73.9%	18.7%	6.4%	1.0%		203
20 yrs & over	75.4%	14.2%	8.1%	1.1%	1.1%	971

S1i. I am going to list several areas that could be considered as possible safety problems with transportation in Montana. How much of a problem is the visibility of road signs at night?

	Percentage of Respondents					<u>N</u>
	Not a problem	Small problem	Moderate <u>problem</u>	Serious problem	<u>DK</u>	
All respondents	49.7%	19.5%	20.7%	6.5%	3.6%	1,399
Gender						
Male	55.1%	20.8%	17.5%	4.9%	1.7%	697
Female	44.3%	18.2%	23.8%	8.1%	5.6%	702
Age						
18 to 24 yrs	43.8%	25.6%	21.5%	9.1%		121
25 to 34 yrs	56.9%	18.6%	20.6%	3.9%		204
35 to 44 yrs	50.6%	20.6%	22.1%	5.1%	1.6%	253
45 to 54 yrs	50.2%	22.1%	21.8%	4.5%	1.5%	331
55 to 64 yrs	49.2%	17.8%	22.3%	7.4%	3.3%	242
65 yrs & over	45.6%	14.5%	15.7%	10.5%	13.7%	248
Race						
White & other	49.5%	20.0%	20.8%	5.9%	3.8%	1,292
American Indian	51.4%	14.0%	18.7%	14.0%	1.9%	107
Educational attainment						
Grades 1-12	58.5%	11.3%	11.3%	9.4%	9.4%	53
HS diploma-GED	48.6%	18.9%	19.2%	7.7%	5.5%	582
Some post HS	48.6%	20.2%	22.4%	5.7%	3.0%	331
College graduate	50.8%	20.8%	22.4%	5.1%	.9%	433
Household income in 2003						
Less than \$15,000	40.2%	13.7%	21.4%	15.4%	9.4%	117
\$15,000-\$29,999	49.5%	16.3%	23.2%	8.4%	2.6%	190
\$30,000-\$39,999	49.7%	16.1%	25.9%	7.0%	1.4%	143
\$40,000-\$49,999	53.4%	22.1%	17.6%	6.1%	.8%	131
\$50,000-\$74,999	50.2%	22.6%	23.4%	3.0%	.9%	235
\$75,000 & over	57.5%	18.8%	20.6%	1.9%	1.3%	160
REFUSED	48.0%	21.5%	17.0%	6.9%	6.6%	423
Rural-urban						
Urban	46.8%	20.4%	22.6%	6.5%	3.7%	848
Rural	54.1%	18.1%	17.6%	6.5%	3.6%	551
MDT region						
District 1	46.7%	18.1%	23.7%	8.1%	3.4%	409
District 2	54.6%	19.1%	17.6%	5.3%	3.4%	262
District 3	47.2%	22.4%	21.4%	6.0%	3.0%	299
District 4	57.4%	17.6%	14.0%	4.4%	6.6%	136
District 5	48.5%	19.8%	21.5%	6.8%	3.4%	293
Years lived in Montana						
Less than 5 yrs	46.4%	16.0%	20.8%	12.0%	4.8%	125
5 to 9 yrs	47.0%	26.0%	23.0%	3.0%	1.0%	100
10 to 19 yrs	49.3%	19.7%	24.1%	5.4%	1.5%	203
20 yrs & over	50.5%	19.3%	19.7%	6.4%	4.2%	971

S1j. I am going to list several areas that could be considered as possible safety problems with transportation in Montana. How much of a problem is travel through construction zones?

	Percentage of Respondents					<u>N</u>
	How much of a problem					
	Not a problem	Small problem	Moderate <u>problem</u>	Serious problem	<u>DK</u>	
All respondents	43.7%	17.9%	26.4%	10.4%	1.7%	1,399
Gender						
Male	46.9%	17.9%	24.2%	9.9%	1.0%	697
Female	40.5%	17.8%	28.5%	10.8%	2.4%	702
Age						
18 to 24 yrs	33.9%	21.5%	33.1%	11.6%		121
25 to 34 yrs	48.5%	12.7%	26.5%	9.8%	2.5%	204
35 to 44 yrs	36.0%	21.7%	30.8%	10.3%	1.2%	253
45 to 54 yrs	40.2%	17.8%	29.0%	11.5%	1.5%	331
55 to 64 yrs	46.7%	18.6%	20.2%	12.8%	1.7%	242
65 yrs & over	54.0%	15.7%	21.0%	6.5%	2.8%	248
Race						
White & other	44.0%	18.2%	26.5%	9.7%	1.6%	1,292
American Indian	40.2%	14.0%	24.3%	18.7%	2.8%	107
Educational attainment						
Grades 1-12	64.2%	15.1%	11.3%	9.4%		53
HS diploma-GED	46.6%	16.0%	24.7%	10.7%	2.1%	582
Some post HS	41.7%	17.8%	26.3%	12.7%	1.5%	331
College graduate	38.8%	20.8%	30.5%	8.3%	1.6%	433
Household income in 2003						
Less than \$15,000	42.7%	12.8%	27.4%	14.5%	2.6%	117
\$15,000-\$29,999	46.8%	17.4%	24.2%	9.5%	2.1%	190
\$30,000-\$39,999	37.1%	23.1%	23.8%	14.0%	2.1%	143
\$40,000-\$49,999	39.7%	19.8%	28.2%	11.5%	.8%	131
\$50,000-\$74,999	40.4%	19.6%	29.4%	8.9%	1.7%	235
\$75,000 & over	40.0%	23.1%	26.9%	9.4%	.6%	160
REFUSED	49.2%	14.2%	25.5%	9.2%	1.9%	423
Rural-urban						
Urban	39.4%	17.9%	30.0%	10.8%	1.9%	848
Rural	50.3%	17.8%	20.9%	9.6%	1.5%	551
MDT region						
District 1	47.2%	15.2%	25.9%	10.0%	1.7%	409
District 2	45.8%	17.2%	24.4%	10.3%	2.3%	262
District 3	38.5%	23.1%	24.4%	12.7%	1.3%	299
District 4	46.3%	20.6%	23.5%	9.6%		136
District 5	41.0%	15.7%	32.1%	8.9%	2.4%	293
Years lived in Montana						
Less than 5 yrs	49.6%	14.4%	22.4%	8.0%	5.6%	125
5 to 9 yrs	43.0%	26.0%	20.0%	10.0%	1.0%	100
10 to 19 yrs	40.4%	20.2%	29.6%	8.4%	1.5%	203
20 yrs & over	43.7%	17.0%	26.9%	11.1%	1.3%	971

S2a. Please indicate your priority for the following actions that could be taken by MDT to improve the function of Montana's roadways. Please tell me what priority you think the MDT should assign to providing more illumination (lighting) of roadways?

Percentage of Respondents

Priority Assigned

	Very Low	Some-What Low	Medium	Some-what High	Very High	DK	Mean	SE Mean	N
All respondents	22.2%	20.2%	31.2%	12.8%	9.7%	3.9%	2.66	.034	1,399
Gender									
Male	28.6%	23.2%	28.1%	9.5%	8.2%	2.4%	2.44	0.047	697
Female	15.8%	17.1%	34.3%	16.1%	11.3%	5.4%	2.89	0.047	702
Age									
18 to 24 yrs	14.9%	21.5%	32.2%	15.7%	9.9%	5.8%	2.83	0.112	121
25 to 34 yrs	20.1%	20.6%	33.3%	15.2%	8.8%	2.0%	2.72	0.086	204
35 to 44 yrs	20.9%	23.7%	28.1%	15.4%	9.1%	2.8%	2.67	0.079	253
45 to 54 yrs	26.3%	23.9%	27.5%	11.2%	9.1%	2.1%	2.52	0.070	331
55 to 64 yrs	24.4%	17.8%	33.5%	10.7%	9.5%	4.1%	2.62	0.082	242
65 yrs & over	21.0%	12.9%	35.1%	10.9%	12.1%	8.1%	2.79	0.082	248
Race									
White & other race	22.2%	20.1%	32.0%	12.6%	9.2%	3.8%	2.65	0.035	1,292
American Indian	21.5%	20.6%	21.5%	15.0%	15.9%	5.6%	2.82	0.139	107
Educational attainment									
Grades 1-12	35.8%	15.1%	32.1%	9.4%	5.7%	1.9%	2.33	0.171	53
HS diploma-GED	21.5%	18.6%	31.1%	12.4%	10.5%	6.0%	2.70	0.054	582
Some post HS	20.2%	18.1%	36.3%	12.4%	9.1%	3.9%	2.71	0.068	331
College graduate	22.9%	24.5%	27.5%	14.1%	9.7%	1.4%	2.63	0.061	433
Household income in 2003									
Less than \$15,000	17.9%	17.1%	31.6%	16.2%	10.3%	6.8%	3.18	0.164	117
\$15,000-\$29,999	17.9%	20.0%	38.9%	8.9%	12.1%	2.1%	2.88	0.103	190
\$30,000-\$39,999	21.0%	20.3%	33.6%	12.6%	10.5%	2.1%	2.82	0.121	143
\$40,000-\$49,999	25.2%	21.4%	31.3%	6.9%	12.2%	3.1%	2.75	0.138	131
\$50,000-\$74,999	23.4%	24.3%	26.4%	14.5%	9.4%	2.1%	2.73	0.096	235
\$75,000 & over	28.1%	23.8%	28.1%	15.0%	4.4%	.6%	2.47	0.099	160
REFUSED	21.7%	17.0%	30.7%	13.7%	9.7%	7.1%	3.08	0.089	423
Rural-urban									
Urban	19.3%	19.1%	33.5%	13.9%	11.1%	3.1%	2.78	0.043	848
Rural	26.5%	21.8%	27.8%	11.1%	7.6%	5.3%	2.49	0.054	551
MDT region									
District 1	22.0%	18.8%	29.3%	13.9%	13.0%	2.9%	2.76	0.066	409
District 2	20.6%	21.8%	30.2%	13.0%	8.8%	5.7%	2.66	0.078	262
District 3	20.1%	19.1%	32.4%	12.0%	11.7%	4.7%	2.75	0.075	299
District 4	30.1%	22.8%	26.5%	13.2%	3.7%	3.7%	2.35	0.102	136
District 5	22.2%	20.5%	35.8%	11.6%	6.8%	3.1%	2.59	0.069	293
Years lived in Montana									
Less than 5 yrs	17.6%	13.6%	34.4%	17.6%	15.2%	1.6%	2.99	0.116	125
5 to 9 yrs	17.0%	28.0%	35.0%	11.0%	5.0%	4.0%	2.57	0.110	100
10 to 19 yrs	18.7%	21.7%	30.5%	12.3%	12.8%	3.9%	2.78	0.091	203

2004 MDT Engineering Division Consumer Satisfaction Survey

20 yrs & over 24.0% 19.9% 30.6% 12.5% 8.9% 4.2% 2.61 0.041 971

S2b. Please indicate your priority for the following actions that could be taken by MDT to improve the function of Montana's roadways. Please tell me what priority you think the MDT should assign to providing more directional/informational signs?

	Percentage of Respondents						SE	N	
	Priority Assigned								
	Very Low	Some-What Low	Med-ium	Some-what High	Very High	DK	Mean	Mean	N
All respondents	30.2%	23.2%	28.9%	10.0%	6.0%	1.8%	2.37	0.032	1,399
Gender									
Male	33.3%	20.8%	29.0%	9.2%	6.6%	1.1%	2.34	0.046	697
Female	27.1%	25.5%	28.8%	10.8%	5.4%	2.4%	2.41	0.044	702
Age									
18 to 24 yrs	27.3%	26.4%	25.6%	14.9%	5.8%		2.45	0.109	121
25 to 34 yrs	30.4%	26.0%	29.9%	7.8%	4.4%	1.5%	2.29	0.079	204
35 to 44 yrs	28.1%	26.9%	28.9%	7.9%	6.7%	1.6%	2.37	0.074	253
45 to 54 yrs	31.1%	26.6%	27.2%	8.8%	5.4%	.9%	2.30	0.064	331
55 to 64 yrs	32.2%	19.4%	26.9%	13.2%	6.6%	1.7%	2.42	0.081	242
65 yrs & over	30.2%	14.5%	33.9%	10.1%	6.9%	4.4%	2.46	0.080	248
Race									
White & other	30.4%	23.4%	28.6%	10.1%	5.7%	1.8%	2.36	0.033	1,292
American Indian	27.1%	20.6%	31.8%	9.3%	9.3%	1.9%	2.52	0.123	107
Educational attainment									
Grades 1-12	37.7%	9.4%	35.8%	11.3%	5.7%		2.38	0.173	53
HS diploma-GED	30.1%	20.3%	28.7%	10.5%	7.2%	3.3%	2.43	0.052	582
Some post HS	27.2%	23.6%	28.7%	13.3%	6.9%	.3%	2.49	0.067	331
College graduate	31.6%	28.4%	28.4%	6.7%	3.7%	1.2%	2.21	0.052	433
Household income in 2003									
Less than \$15,000	23.9%	23.1%	31.6%	10.3%	6.8%	4.3%	2.74	0.149	117
\$15,000-\$29,999	30.0%	18.4%	30.0%	10.5%	10.0%	1.1%	2.57	0.102	190
\$30,000-\$39,999	24.5%	20.3%	37.8%	9.8%	6.3%	1.4%	2.60	0.110	143
\$40,000-\$49,999	29.8%	26.7%	29.0%	9.2%	3.8%	1.5%	2.38	0.114	131
\$50,000-\$74,999	28.5%	26.8%	28.1%	13.2%	3.0%	.4%	2.37	0.077	235
\$75,000 & over	30.6%	33.1%	24.4%	7.5%	3.8%	.6%	2.24	0.092	160
REFUSED	34.8%	19.4%	26.7%	9.2%	7.1%	2.8%	2.49	0.076	423
Rural-urban									
Urban	29.7%	23.6%	29.1%	10.0%	6.5%	1.1%	2.39	0.041	848
Rural	30.9%	22.5%	28.5%	10.0%	5.3%	2.9%	2.34	0.051	551
MDT region									
District 1	30.8%	24.0%	28.6%	7.1%	8.1%	1.5%	2.37	0.061	409
District 2	35.1%	21.8%	29.8%	8.4%	4.2%	.8%	2.24	0.071	262
District 3	28.1%	19.4%	31.1%	12.4%	7.0%	2.0%	2.50	0.072	299
District 4	28.7%	23.5%	29.4%	9.6%	4.4%	4.4%	2.35	0.101	136
District 5	27.6%	27.0%	25.9%	13.3%	4.4%	1.7%	2.39	0.068	293
Years lived in Montana									
Less than 5 yrs	30.4%	22.4%	24.0%	11.2%	12.0%		2.52	0.121	125
5 to 9 yrs	30.0%	21.0%	31.0%	10.0%	7.0%	1.0%	2.42	0.123	100

2004 MDT Engineering Division Consumer Satisfaction Survey

10 to 19 yrs	30.0%	23.6%	27.1%	12.3%	5.4%	1.5%	2.39	0.085	203
20 yrs & over	30.2%	23.4%	29.7%	9.4%	5.3%	2.2%	2.35	0.038	971

S2c. Please indicate your priority for the following actions that could be taken by MDT to improve the function of Montana's roadways. Please tell me what priority you think the MDT should assign to providing more pavement markings?

Percentage of Respondents

Priority Assigned

	Very Low	Some-What Low	Med-ium	Some-what High	Very High	DK	Mean	SE Mean	N
All respondents	23.1%	17.6%	28.7%	15.3%	13.7%	1.6%	2.78	0.036	1,399
Gender									
Male	25.3%	18.1%	29.8%	13.3%	12.5%	1.0%	2.69	0.050	697
Female	20.9%	17.1%	27.6%	17.2%	14.8%	2.3%	2.88	0.051	702
Age									
18 to 24 yrs	28.1%	24.0%	26.4%	10.7%	9.9%	.8%	2.50	0.117	121
25 to 34 yrs	21.1%	16.2%	31.4%	18.1%	12.3%	1.0%	2.84	0.091	204
35 to 44 yrs	22.9%	20.9%	26.9%	13.8%	14.6%	.8%	2.76	0.085	253
45 to 54 yrs	22.4%	16.9%	31.4%	13.9%	14.5%	.9%	2.81	0.073	331
55 to 64 yrs	22.7%	16.1%	27.3%	17.4%	14.5%	2.1%	2.84	0.088	242
65 yrs & over	23.8%	14.5%	27.4%	16.5%	13.7%	4.0%	2.81	0.088	248
Race									
White & other	23.1%	17.5%	29.3%	15.1%	13.2%	1.8%	2.77	0.037	1,292
American Indian	22.4%	18.7%	22.4%	17.8%	18.7%		2.92	0.137	107
Educational attainment									
Grades 1-12	32.1%	13.2%	22.6%	13.2%	15.1%	3.8%	2.65	0.205	53
HS diploma-GED	23.5%	17.5%	27.7%	14.9%	14.4%	1.9%	2.79	0.057	582
Some post HS	23.3%	18.1%	26.3%	15.7%	14.5%	2.1%	2.80	0.076	331
College graduate	21.2%	17.8%	32.8%	15.7%	11.8%	.7%	2.79	0.062	433
Household income in 2003									
Less than \$15,000	18.8%	17.1%	24.8%	17.1%	17.9%	4.3%	3.20	0.157	117
\$15,000-\$29,999	22.1%	14.7%	27.9%	16.3%	17.9%	1.1%	2.98	0.107	190
\$30,000-\$39,999	21.0%	23.1%	28.7%	9.1%	15.4%	2.8%	2.89	0.132	143
\$40,000-\$49,999	22.1%	17.6%	32.8%	13.7%	13.0%	.8%	2.82	0.120	131
\$50,000-\$74,999	20.0%	18.7%	30.6%	17.9%	12.3%	.4%	2.86	0.086	235
\$75,000 & over	26.9%	15.6%	29.4%	18.1%	9.4%	.6%	2.71	0.108	160
REFUSED	26.0%	17.3%	27.7%	14.4%	12.5%	2.1%	2.81	0.075	423
Rural-urban									
Urban	20.6%	16.4%	30.2%	16.2%	15.3%	1.3%	2.89	0.046	848
Rural	26.9%	19.4%	26.5%	14.0%	11.1%	2.2%	2.62	0.057	551
MDT region									
District 1	17.8%	14.9%	25.9%	20.0%	20.3%	1.0%	3.10	0.068	409
District 2	27.5%	17.9%	27.5%	13.7%	12.2%	1.1%	2.65	0.084	262
District 3	22.4%	15.4%	31.8%	15.4%	12.4%	2.7%	2.79	0.077	299
District 4	29.4%	22.8%	30.1%	7.4%	8.8%	1.5%	2.43	0.107	136
District 5	24.2%	20.8%	30.0%	13.7%	9.2%	2.0%	2.62	0.074	293
Years lived in Montana									
Less than 5 yrs	20.0%	15.2%	31.2%	12.0%	20.0%	1.6%	2.97	0.125	125

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5 to 9 yrs	16.0%	21.0%	28.0%	24.0%	10.0%	1.0%	2.91	0.124	100
10 to 19 yrs	26.1%	16.7%	26.1%	16.3%	14.3%	.5%	2.76	0.097	203
20 yrs & over	23.6%	17.7%	29.0%	14.6%	13.1%	2.0%	2.75	0.043	971

S2d. Please indicate your priority for the following actions that could be taken by MDT to improve the function of Montana's roadways. Please tell me what priority you think the MDT should assign to providing wider roadways?

	Percentage of Respondents						SE	N	
	Priority Assigned								
	Very Low	Some-What Low	Medium	Some-what High	Very High	DK	Mean	Mean	N
All respondents	11.2%	10.3%	27.7%	21.5%	28.1%	1.1%	3.45	0.035	1,399
Gender									
Male	10.6%	10.9%	29.7%	20.8%	26.5%	1.4%	3.42	0.049	697
Female	11.8%	9.7%	25.8%	22.2%	29.6%	.9%	3.49	0.050	702
Age									
18 to 24 yrs	15.7%	10.7%	29.8%	22.3%	20.7%	.8%	3.22	0.121	121
25 to 34 yrs	12.3%	10.3%	28.9%	21.6%	26.5%	.5%	3.40	0.092	204
35 to 44 yrs	8.3%	7.9%	28.5%	27.3%	27.3%	.8%	3.58	0.076	253
45 to 54 yrs	9.4%	9.4%	29.9%	20.2%	29.9%	1.2%	3.53	0.070	331
55 to 64 yrs	12.8%	9.9%	23.1%	22.3%	30.6%	1.2%	3.49	0.088	242
65 yrs & over	12.1%	14.1%	26.6%	16.1%	29.0%	2.0%	3.37	0.088	248
Race									
White & other	11.1%	10.6%	27.8%	21.7%	27.6%	1.2%	3.44	0.036	1,292
American Indian	12.1%	6.5%	27.1%	18.7%	34.6%	.9%	3.58	0.131	107
Educational attainment									
Grades 1-12	11.3%	18.9%	28.3%	22.6%	18.9%		3.19	.0175	53
HS diploma-GED	10.5%	10.0%	25.6%	19.4%	33.3%	1.2%	3.56	0.055	582
Some post HS	10.3%	8.2%	25.7%	23.0%	31.4%	1.5%	3.58	0.072	331
College graduate	12.9%	11.3%	32.1%	23.1%	19.6%	.9%	3.25	0.061	433
Household income in 2003									
Less than \$15,000	10.3%	14.5%	21.4%	24.8%	28.2%	.9%	3.50	0.128	117
\$15,000-\$29,999	14.7%	12.1%	25.3%	17.9%	29.5%	.5%	3.38	0.104	190
\$30,000-\$39,999	9.8%	7.7%	25.9%	21.0%	34.3%	1.4%	3.69	0.116	143
\$40,000-\$49,999	9.9%	9.2%	29.0%	24.4%	27.5%		3.50	0.110	131
\$50,000-\$74,999	8.9%	9.4%	27.7%	23.4%	30.2%	.4%	3.59	0.084	235
\$75,000 & over	11.3%	8.1%	30.6%	23.8%	25.0%	1.3%	3.49	0.108	160
REFUSED	12.1%	10.9%	29.8%	19.6%	25.5%	2.1%	3.46	0.071	423
Rural-urban									
Urban	10.8%	11.0%	30.7%	20.6%	25.9%	.9%	3.40	0.044	848
Rural	11.8%	9.3%	23.2%	22.9%	31.4%	1.5%	3.54	0.058	551
MDT region									
District 1	14.2%	10.5%	25.9%	18.1%	30.8%	.5%	3.41	0.069	409
District 2	12.6%	14.9%	30.9%	22.1%	17.2%	2.3%	3.17	0.078	262
District 3	9.0%	8.7%	28.1%	21.4%	31.1%	1.7%	3.58	0.074	299
District 4	8.8%	6.6%	22.8%	26.5%	33.8%	1.5%	3.71	0.108	136
District 5	9.2%	9.2%	29.4%	23.5%	28.3%	.3%	3.53	0.073	293
Years lived in Montana									
Less than 5 yrs	16.8%	12.0%	30.4%	12.8%	26.4%	1.6%	3.20	0.127	125
5 to 9 yrs	14.0%	17.0%	21.0%	28.0%	17.0%	3.0%	3.18	0.134	100
10 to 19 yrs	11.8%	10.8%	25.1%	22.2%	29.1%	1.0%	3.46	0.094	203

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20 yrs & over 10.1% 9.3% 28.6% 21.8% 29.2% .9% 3.51 0.041 971

S2e. Please indicate your priority for the following actions that could be taken by MDT to improve the function of Montana's roadways. Please tell me what priority you think the MDT should assign to providing more guard rails and crash cushions?

	Percentage of Respondents Priority Assigned						SE Mean	N	
	Very Low	Some- What Low	Med- ium	Some- what High	Very High	DK			
All respondents	22.9%	19.3%	28.4%	14.7%	11.1%	3.6%	2.71	0.035	1,399
Gender									
Male	29.7%	21.1%	28.6%	10.5%	7.5%	2.7%	2.43	0.048	697
Female	16.2%	17.5%	28.2%	18.8%	14.7%	4.6%	2.98	0.050	702
Age									
18 to 24 yrs	19.0%	20.7%	27.3%	18.2%	10.7%	4.1%	2.80	0.118	121
25 to 34 yrs	21.6%	21.6%	20.6%	19.6%	13.7%	2.9%	2.82	0.097	204
35 to 44 yrs	15.8%	20.2%	33.2%	16.6%	11.5%	2.8%	2.87	0.078	253
45 to 54 yrs	21.8%	23.6%	31.4%	13.0%	8.5%	1.8%	2.62	0.067	331
55 to 64 yrs	30.6%	12.4%	27.3%	14.9%	9.5%	5.4%	2.58	0.089	242
65 yrs & over	27.4%	16.9%	27.4%	8.9%	13.7%	5.6%	2.62	0.090	248
Race									
White & other	23.5%	20.0%	28.3%	14.5%	10.2%	3.6%	2.67	0.036	1,292
American Indian	16.8%	11.2%	29.0%	16.8%	21.5%	4.7%	3.16	0.136	107
Educational attainment									
Grades 1-12	28.3%	22.6%	20.8%	13.2%	9.4%	5.7%	2.50	0.188	53
HS diploma-GED	23.0%	17.4%	26.6%	16.0%	12.4%	4.6%	2.76	0.057	582
Some post HS	19.9%	18.1%	31.1%	15.4%	11.5%	3.9%	2.80	0.071	331
College graduate	24.5%	22.4%	29.6%	12.5%	9.2%	1.8%	2.59	0.061	433
Household income in 2003									
Less than \$15,000	17.1%	12.8%	28.2%	19.7%	15.4%	6.8%	3.38	0.166	117
\$15,000-\$29,999	22.1%	20.0%	27.4%	15.3%	13.7%	1.6%	2.86	0.107	190
\$30,000-\$39,999	18.2%	16.8%	33.6%	15.4%	14.7%	1.4%	2.99	0.118	143
\$40,000-\$49,999	23.7%	21.4%	29.8%	13.0%	9.2%	3.1%	2.78	0.135	131
\$50,000-\$74,999	23.0%	23.4%	26.4%	15.3%	10.6%	1.3%	2.74	0.092	235
\$75,000 & over	25.0%	23.1%	30.0%	11.3%	7.5%	3.1%	2.69	0.121	160
REFUSED	25.5%	17.3%	27.2%	14.2%	9.7%	6.1%	2.96	0.088	423
Rural-urban									
Urban	21.2%	21.5%	30.2%	13.9%	9.9%	3.3%	2.69	0.044	848
Rural	25.6%	16.0%	25.6%	15.8%	12.9%	4.2%	2.73	0.060	551
MDT region									
District 1	22.5%	19.3%	31.3%	13.4%	11.0%	2.4%	2.70	0.064	409
District 2	25.6%	17.6%	27.1%	14.9%	10.3%	4.6%	2.65	0.083	262
District 3	19.1%	20.4%	28.1%	14.4%	15.1%	3.0%	2.86	0.078	299
District 4	22.8%	14.0%	27.2%	19.1%	9.6%	7.4%	2.77	0.117	136
District 5	25.3%	22.2%	26.3%	14.3%	8.5%	3.4%	2.57	0.075	293
Years lived in Montana									
Less than 5 yrs	18.4%	16.8%	25.6%	18.4%	17.6%	3.2%	3.00	0.124	125
5 to 9 yrs	22.0%	20.0%	26.0%	21.0%	9.0%	2.0%	2.74	0.129	100

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10 to 19 yrs	18.7%	20.2%	32.0%	15.3%	10.3%	3.4%	2.78	0.088	203
20 yrs & over	24.5%	19.4%	28.2%	13.4%	10.6%	3.9%	2.65	0.042	971

S2f. Please indicate your priority for the following actions that could be taken by MDT to improve the function of Montana's roadways. Please tell me what priority you think the MDT should assign to providing more traffic signals and left-turn bays?

	Percentage of Respondents						SE	N	
	Priority Assigned								
	Very Low	Some-What Low	Med-ium	Some-what High	Very High	DK	Mean	Mean	N
All respondents	23.4%	17.3%	28.8%	15.5%	12.1%	2.9%	2.75	0.036	1,399
Gender									
Male	27.5%	17.6%	27.5%	13.3%	11.8%	2.2%	2.63	0.051	697
Female	19.2%	17.0%	30.1%	17.7%	12.4%	3.7%	2.87	0.050	702
Age									
18 to 24 yrs	17.4%	19.8%	31.4%	18.2%	12.4%	.8%	2.88	0.115	121
25 to 34 yrs	22.5%	19.6%	30.4%	15.7%	11.3%	.5%	2.73	0.090	204
35 to 44 yrs	22.1%	15.0%	33.6%	16.6%	9.9%	2.8%	2.76	0.080	253
45 to 54 yrs	22.7%	19.9%	29.0%	14.5%	11.5%	2.4%	2.73	0.072	331
55 to 64 yrs	29.3%	16.1%	23.6%	13.6%	14.0%	3.3%	2.66	0.092	242
65 yrs & over	23.4%	14.1%	26.2%	16.1%	13.7%	6.5%	2.81	0.090	248
Race									
White & other	23.6%	17.0%	29.1%	15.6%	11.8%	2.9%	2.74	0.037	1,292
American Indian	20.6%	21.5%	25.2%	14.0%	15.9%	2.8%	2.83	0.133	107
Educational attainment									
Grades 1-12	30.2%	15.1%	18.9%	15.1%	17.0%	3.8%	2.73	0.210	53
HS diploma-GED	24.7%	15.6%	27.5%	14.1%	14.1%	4.0%	2.76	0.058	582
Some post HS	19.0%	14.8%	33.5%	18.7%	10.9%	3.0%	2.87	0.070	331
College graduate	24.0%	21.7%	28.2%	15.0%	9.7%	1.4%	2.64	0.062	433
Household income in 2003									
Less than \$15,000	20.5%	23.1%	25.6%	17.1%	7.7%	6.0%	2.98	0.161	117
\$15,000-\$29,999	19.5%	15.3%	31.6%	17.4%	14.2%	2.1%	3.02	0.108	190
\$30,000-\$39,999	22.4%	12.6%	31.5%	18.2%	14.0%	1.4%	2.96	0.122	143
\$40,000-\$49,999	23.7%	13.7%	32.1%	17.6%	12.2%	.8%	2.85	0.121	131
\$50,000-\$74,999	21.7%	19.1%	34.5%	11.9%	11.5%	1.3%	2.79	0.090	235
\$75,000 & over	26.9%	18.8%	25.6%	14.4%	13.1%	1.3%	2.74	0.117	160
REFUSED	25.8%	17.7%	24.6%	15.1%	11.6%	5.2%	2.95	0.086	423
Rural-urban									
Urban	20.3%	15.9%	31.1%	16.7%	13.9%	2.0%	2.88	0.045	848
Rural	28.1%	19.4%	25.2%	13.6%	9.3%	4.4%	2.54	0.057	551
MDT region									
District 1	22.0%	13.2%	30.6%	15.6%	15.9%	2.7%	2.90	0.068	409
District 2	21.0%	18.3%	29.0%	18.3%	10.3%	3.1%	2.78	0.080	262
District 3	26.1%	18.1%	28.1%	12.0%	13.4%	2.3%	2.68	0.079	299
District 4	36.0%	25.0%	15.4%	11.8%	4.4%	7.4%	2.37	0.108	136
District 5	18.8%	17.7%	33.1%	18.1%	10.6%	1.7%	2.84	0.073	293
Years lived in Montana									
Less than 5 yrs	27.2%	14.4%	23.2%	18.4%	14.4%	2.4%	2.78	0.128	125
5 to 9 yrs	25.0%	29.0%	24.0%	11.0%	11.0%		2.54	0.128	100
10 to 19 yrs	22.7%	10.8%	31.5%	18.2%	13.3%	3.4%	2.88	0.095	203
20 yrs & over	22.9%	17.8%	29.5%	15.0%	11.6%	3.2%	2.74	0.043	971

S2g. Please indicate your priority for the following actions that could be taken by MDT to improve the function of Montana's roadways. Please tell me what priority you think the MDT should assign to increasing shoulder widths to accommodate pedestrians?

	Percentage of Respondents Priority Assigned						<u>SE</u> <u>Mean</u>	<u>N</u>
	Very Low	Some- What Low	Med- ium	Some- what High	Very High	<u>DK</u>		
All respondents	17.5%	10.6%	21.7%	20.2%	28.1%	2.0%	3.31	1,399
Gender								
Male	22.8%	10.3%	21.7%	18.2%	25.1%	1.9%	3.13	697
Female	12.3%	10.8%	21.7%	22.1%	31.1%	2.1%	3.50	702
Age								
18 to 24 yrs	13.2%	11.6%	19.0%	28.9%	24.0%	3.3%	3.40	121
25 to 34 yrs	16.7%	11.8%	24.0%	17.2%	28.9%	1.5%	3.30	204
35 to 44 yrs	13.4%	11.9%	22.1%	21.7%	29.6%	1.2%	3.43	253
45 to 54 yrs	17.8%	10.9%	20.2%	17.2%	32.3%	1.5%	3.46	331
55 to 64 yrs	22.3%	10.3%	19.4%	22.3%	24.4%	1.2%	3.16	242
65 yrs & over	19.4%	7.7%	24.6%	18.5%	25.8%	4.0%	3.25	248
Race								
White & other	18.3%	10.3%	22.1%	20.0%	27.4%	1.9%	3.29	1,292
American Indian	8.4%	14.0%	16.8%	21.5%	36.4%	2.8%	3.65	107
Educational attainment								
Grades 1-12	24.5%	7.5%	18.9%	13.2%	26.4%	9.4%	3.10	53
HS diploma-GED	16.5%	10.8%	21.6%	17.7%	31.4%	1.9%	3.37	582
Some post HS	18.7%	9.1%	20.5%	23.0%	26.6%	2.1%	3.30	331
College graduate	17.1%	11.8%	22.9%	22.2%	24.9%	1.2%	3.26	433
Household income in 2003								
Less than \$15,000	11.1%	9.4%	23.9%	22.2%	29.9%	3.4%	3.68	117
\$15,000-\$29,999	14.7%	8.4%	22.6%	22.1%	32.1%		3.48	190
\$30,000-\$39,999	16.1%	10.5%	21.0%	16.8%	34.3%	1.4%	3.50	143
\$40,000-\$49,999	17.6%	13.0%	24.4%	17.6%	26.7%	.8%	3.27	131
\$50,000-\$74,999	18.3%	9.4%	20.4%	20.0%	30.6%	1.3%	3.42	235
\$75,000 & over	23.1%	11.3%	18.8%	25.6%	19.4%	1.9%	3.16	160
REFUSED	18.4%	11.6%	21.7%	18.7%	26.0%	3.5%	3.40	423
Rural-urban								
Urban	15.3%	10.3%	23.7%	21.5%	27.4%	1.9%	3.36	848
Rural	20.9%	11.1%	18.5%	18.1%	29.2%	2.2%	3.24	551
MDT region								
District 1	14.9%	7.3%	24.2%	18.6%	34.0%	1.0%	3.50	409
District 2	16.8%	12.6%	21.4%	22.9%	23.7%	2.7%	3.25	262
District 3	19.1%	8.0%	22.1%	19.1%	29.4%	2.3%	3.33	299
District 4	22.8%	14.7%	16.2%	16.9%	27.2%	2.2%	3.11	136
District 5	17.7%	14.0%	20.5%	22.5%	22.9%	2.4%	3.19	293
Years lived in Montana								
Less than 5 yrs	14.4%	16.0%	22.4%	18.4%	25.6%	3.2%	3.26	125
5 to 9 yrs	15.0%	17.0%	18.0%	17.0%	30.0%	3.0%	3.31	100
10 to 19 yrs	15.3%	9.9%	21.7%	23.2%	29.6%	.5%	3.42	203

2004 MDT Engineering Division Consumer Satisfaction Survey

20 yrs & over 18.6% 9.4% 21.9% 20.1% 27.9% 2.1% 3.30 0.047 971

S2h. Please indicate your priority for the following actions that could be taken by MDT to improve the function of Montana's roadways. Please tell me what priority you think the MDT should assign to ensuring adequate pedestrian facilities?

	Percentage of Respondents						SE	N	
	Priority Assigned								
	Very Low	Some-What Low	Medium	Some-what High	Very High	DK	Mean	Mean	N
All respondents	16.9%	12.2%	26.7%	19.9%	21.7%	2.6%	3.18	0.037	1,399
Gender									
Male	21.1%	12.5%	30.3%	16.5%	17.6%	2.0%	2.97	0.052	697
Female	12.8%	12.0%	23.1%	23.4%	25.6%	3.1%	3.38	0.052	702
Age									
18 to 24 yrs	18.2%	12.4%	26.4%	28.9%	12.4%	1.7%	3.05	0.119	121
25 to 34 yrs	13.2%	11.8%	29.9%	20.1%	23.5%	1.5%	3.29	0.093	204
35 to 44 yrs	12.6%	11.5%	26.1%	24.9%	23.7%	1.2%	3.36	0.083	253
45 to 54 yrs	15.1%	13.0%	26.3%	18.7%	25.7%	1.2%	3.27	0.076	331
55 to 64 yrs	22.7%	12.0%	23.6%	16.5%	22.3%	2.9%	3.04	0.096	242
65 yrs & over	20.6%	12.5%	28.2%	15.3%	16.5%	6.9%	2.94	0.091	248
Race									
White & other	17.0%	12.5%	27.0%	19.8%	20.9%	2.8%	3.16	0.039	1,292
American Indian	15.9%	9.3%	22.4%	21.5%	30.8%		3.42	0.137	107
Educational attainment									
Grades 1-12	20.8%	13.2%	28.3%	7.5%	24.5%	5.7%	3.02	0.209	53
HS diploma-GED	18.2%	12.5%	28.4%	17.2%	20.3%	3.4%	3.09	0.058	582
Some post HS	17.2%	11.2%	24.8%	21.8%	22.1%	3.0%	3.21	0.077	331
College graduate	14.5%	12.5%	25.6%	23.8%	22.9%	.7%	3.28	0.065	433
Household income in 2003									
Less than \$15,000	17.1%	9.4%	19.7%	28.2%	22.2%	3.4%	3.46	0.149	117
\$15,000-\$29,999	17.4%	12.6%	27.4%	16.8%	23.7%	2.1%	3.27	0.112	190
\$30,000-\$39,999	13.3%	11.2%	30.8%	18.2%	25.9%	.7%	3.36	0.116	143
\$40,000-\$49,999	16.0%	16.8%	28.2%	14.5%	22.9%	1.5%	3.19	0.131	131
\$50,000-\$74,999	12.8%	11.1%	34.5%	18.3%	22.1%	1.3%	3.32	0.090	235
\$75,000 & over	21.9%	11.3%	24.4%	24.4%	16.3%	1.9%	3.11	0.121	160
REFUSED	18.7%	12.8%	22.9%	20.6%	20.6%	4.5%	3.34	0.083	423
Rural-urban									
Urban	14.6%	11.4%	26.7%	22.1%	22.9%	2.4%	3.28	0.047	848
Rural	20.5%	13.4%	26.7%	16.7%	19.8%	2.9%	3.02	0.061	551
MDT region									
District 1	14.9%	11.0%	22.5%	20.8%	28.4%	2.4%	3.38	0.070	409
District 2	18.3%	12.2%	27.5%	19.1%	19.8%	3.1%	3.10	0.086	262
District 3	16.4%	10.0%	30.1%	20.4%	20.4%	2.7%	3.19	0.079	299
District 4	22.1%	18.4%	24.3%	14.0%	17.6%	3.7%	2.86	0.123	136
District 5	16.7%	13.3%	29.4%	21.8%	17.1%	1.7%	3.09	0.078	293
Years lived in Montana									
Less than 5 yrs	14.4%	14.4%	29.6%	15.2%	24.0%	2.4%	3.20	0.123	125
5 to 9 yrs	13.0%	9.0%	23.0%	27.0%	26.0%	2.0%	3.45	0.135	100

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10 to19 yrs	16.3%	8.9%	27.1%	19.7%	26.1%	2.0%	3.31	0.099	203
20 yrs & over	17.8%	13.0%	26.6%	19.9%	20.0%	2.8%	3.12	0.045	971

S2i. Please indicate your priority for the following actions that could be taken by MDT to improve the function of Montana's roadways. Please tell me what priority you think the MDT should assign to regulating the number of highway approaches and driveways to preserve transportation corridors?

	Percentage of Respondents Priority Assigned						SE Mean	N
	Very Low	Some- What Low	Med- ium	Some- what High	Very High	DK		
All respondents	25.2%	17.2%	29.7%	11.1%	8.9%	8.0%	2.58	1,399
Gender								
Male	28.0%	16.4%	29.8%	10.9%	9.5%	5.5%	2.55	697
Female	22.5%	17.9%	29.5%	11.3%	8.3%	10.5%	2.61	702
Age								
18 to 24 yrs	34.7%	24.8%	24.0%	6.6%	5.0%	5.0%	2.18	121
25 to 34 yrs	21.6%	21.6%	31.4%	13.2%	5.9%	6.4%	2.58	204
35 to 44 yrs	23.7%	18.6%	30.0%	13.4%	8.7%	5.5%	2.63	253
45 to 54 yrs	23.0%	18.7%	32.6%	9.7%	10.3%	5.7%	2.63	331
55 to 64 yrs	25.2%	12.8%	30.6%	11.6%	11.2%	8.7%	2.68	242
65 yrs & over	28.2%	10.5%	25.8%	10.5%	9.3%	15.7%	2.55	248
Race								
White & other	25.5%	17.0%	29.4%	11.2%	8.7%	8.0%	2.57	1,292
American Indian	21.5%	18.7%	32.7%	9.3%	10.3%	7.5%	2.66	107
Educational attainment								
Grades 1-12	32.1%	18.9%	17.0%	11.3%	7.5%	13.2%	2.35	53
HS diploma-GED	26.6%	16.0%	29.2%	8.1%	8.6%	11.5%	2.50	582
Some post HS	25.7%	17.8%	31.1%	11.5%	9.4%	4.5%	2.59	331
College graduate	22.2%	18.0%	30.7%	14.8%	9.0%	5.3%	2.69	433
Household income in 2003								
Less than \$15,000	16.2%	15.4%	35.0%	13.7%	7.7%	12.0%	3.41	117
\$15,000-\$29,999	27.4%	15.3%	31.1%	14.2%	6.3%	5.8%	2.86	190
\$30,000-\$39,999	24.5%	16.8%	32.9%	9.1%	11.2%	5.6%	2.94	143
\$40,000-\$49,999	22.1%	20.6%	32.1%	12.2%	7.6%	5.3%	2.89	131
\$50,000-\$74,999	23.4%	22.1%	27.7%	11.9%	10.6%	4.3%	2.86	235
\$75,000 & over	25.6%	19.4%	28.1%	15.0%	7.5%	4.4%	2.81	160
REFUSED	28.8%	13.9%	27.4%	7.3%	9.5%	13.0%	3.20	423
Rural-urban								
Urban	21.2%	16.3%	30.9%	12.5%	11.0%	8.1%	2.74	848
Rural	31.4%	18.5%	27.8%	8.9%	5.6%	7.8%	2.34	551
MDT region								
District 1	19.6%	16.4%	29.6%	12.5%	13.9%	8.1%	2.84	409
District 2	23.7%	16.0%	28.2%	15.3%	8.0%	8.8%	2.65	262
District 3	27.1%	16.4%	32.8%	8.4%	8.4%	7.0%	2.51	299
District 4	36.0%	24.3%	25.7%	5.1%	2.2%	6.6%	2.07	136
District 5	27.6%	16.7%	29.7%	10.9%	6.1%	8.9%	2.46	293
Years lived in Montana								
Less than 5 yrs	24.8%	12.0%	38.4%	12.0%	3.2%	9.6%	2.52	125

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5 to 9 yrs	19.0%	17.0%	29.0%	19.0%	10.0%	6.0%	2.83	0.131	100
10 to 19 yrs	23.6%	14.3%	33.0%	9.4%	10.3%	9.4%	2.65	0.095	203
20 yrs & over	26.3%	18.4%	27.9%	10.5%	9.2%	7.7%	2.54	0.043	971

S2j. Please indicate your priority for the following actions that could be taken by MDT to improve the function of Montana's roadways. Please tell me what priority you think the MDT should assign to reducing traffic congestion by increasing the capacity of the highway system?

	Percentage of Respondents						SE	N	
	Priority Assigned								
	Very Low	Some-What Low	Med-ium	Some-what High	Very High	DK	Mean	Mean	N
All respondents	20.7%	14.4%	26.7%	15.9%	16.9%	5.3%	2.94	0.038	1,399
Gender									
Male	22.4%	14.1%	26.3%	16.6%	17.6%	3.0%	2.93	0.054	697
Female	18.9%	14.8%	27.2%	15.2%	16.2%	7.5%	2.95	0.053	702
Age									
18 to 24 yrs	21.5%	14.9%	24.0%	23.1%	14.9%	1.7%	2.95	0.126	121
25 to 34 yrs	22.1%	16.7%	26.5%	18.1%	14.7%	2.0%	2.87	0.096	204
35 to 44 yrs	20.2%	13.4%	29.2%	15.0%	19.4%	2.8%	3.00	0.088	253
45 to 54 yrs	17.5%	17.5%	28.4%	13.9%	19.0%	3.6%	2.99	0.076	331
55 to 64 yrs	23.6%	11.2%	23.6%	18.2%	18.6%	5.0%	2.97	0.095	242
65 yrs & over	21.0%	12.5%	26.6%	12.1%	12.9%	14.9%	2.81	0.094	248
Race									
White & other	20.8%	14.2%	26.6%	16.3%	16.6%	5.4%	2.93	0.039	1,292
American Indian	18.7%	16.8%	28.0%	11.2%	21.5%	3.7%	3.00	0.139	107
Educational attainment									
Grades 1-12	30.2%	11.3%	24.5%	5.7%	15.1%	13.2%	2.59	0.217	53
HS diploma-GED	19.2%	12.7%	25.3%	17.2%	17.4%	8.2%	3.01	0.060	582
Some post HS	19.6%	13.9%	25.1%	16.9%	20.8%	3.6%	3.06	0.079	331
College graduate	22.2%	17.6%	30.3%	14.8%	13.6%	1.6%	2.80	0.064	433
Household income in 2003									
Less than \$15,000	12.0%	18.8%	27.4%	14.5%	15.4%	12.0%	3.62	0.186	117
\$15,000-\$29,999	20.5%	12.6%	28.9%	15.3%	17.9%	4.7%	3.21	0.125	190
\$30,000-\$39,999	18.9%	15.4%	28.7%	13.3%	18.9%	4.9%	3.22	0.145	143
\$40,000-\$49,999	22.1%	19.1%	26.7%	14.5%	14.5%	3.1%	2.95	0.140	131
\$50,000-\$74,999	23.0%	15.3%	20.4%	21.3%	18.7%	1.3%	3.04	0.100	235
\$75,000 & over	21.9%	11.9%	25.6%	15.0%	22.5%	3.1%	3.20	0.132	160
REFUSED	21.5%	12.8%	28.8%	15.4%	13.9%	7.6%	3.25	0.091	423
Rural-urban									
Urban	17.3%	13.2%	26.1%	18.6%	19.5%	5.3%	3.10	0.048	848
Rural	25.8%	16.3%	27.8%	11.8%	13.1%	5.3%	2.68	0.059	551
MDT region									
District 1	15.4%	9.0%	24.9%	20.3%	24.0%	6.4%	3.30	0.071	409
District 2	18.3%	20.6%	29.4%	14.5%	13.0%	4.2%	2.82	0.081	262
District 3	23.1%	14.0%	28.1%	15.1%	15.7%	4.0%	2.86	0.081	299
District 4	30.9%	16.9%	26.5%	10.3%	11.0%	4.4%	2.52	0.118	136
District 5	22.9%	15.7%	25.6%	14.7%	14.7%	6.5%	2.81	0.083	293
Years lived in Montana									
Less than 5 yrs	32.0%	16.8%	20.0%	12.8%	15.2%	3.2%	2.61	0.131	125
5 to 9 yrs	17.0%	18.0%	27.0%	23.0%	14.0%	1.0%	2.99	0.130	100
10 to 19 yrs	16.7%	16.3%	24.6%	19.7%	19.2%	3.4%	3.09	0.098	203

2004 MDT Engineering Division Consumer Satisfaction Survey

20 yrs & over	20.4%	13.4%	28.0%	14.8%	17.0%	6.4%	2.94	0.046	971
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C1. How would you grade MDT's overall performance during the past year, since January 2003?

	Percentage of Respondents Priority Assigned						SE		N
	F	D	C	B	A	DK	Mean	Mean	
All respondents	.8%	2.9%	30.5%	48.3%	12.3%	5.2%	2.72	0.021	1,399
Gender									
Male	1.0%	2.7%	28.0%	50.4%	13.8%	4.2%	2.76	0.030	697
Female	.6%	3.0%	33.0%	46.3%	10.8%	6.3%	2.68	0.029	702
Age									
18 to 24 yrs		4.1%	24.8%	57.0%	10.7%	3.3%	2.77	0.065	121
25 to 34 yrs	.5%	2.0%	27.9%	53.9%	11.3%	4.4%	2.77	0.050	204
35 to 44 yrs	.4%	4.0%	34.4%	48.6%	9.1%	3.6%	2.64	0.046	253
45 to 54 yrs	1.5%	3.0%	27.5%	51.1%	12.7%	4.2%	2.74	0.044	331
55 to 64 yrs	1.2%	2.5%	33.1%	45.5%	12.0%	5.8%	2.68	0.051	242
65 yrs & over	.4%	2.0%	33.1%	38.3%	16.9%	9.3%	2.76	0.053	248
Race									
White & other	.6%	2.4%	30.4%	49.0%	12.3%	5.3%	2.74	0.021	1,292
American Indian	2.8%	8.4%	31.8%	40.2%	12.1%	4.7%	2.53	0.092	107
Educational attainment									
Grades 1-12		7.5%	32.1%	39.6%	17.0%	3.8%	2.69	0.120	53
HS diploma-GED	1.2%	3.8%	32.8%	44.2%	13.7%	4.3%	2.68	0.034	582
Some post HS	.6%	1.8%	31.4%	52.0%	9.4%	4.8%	2.71	0.039	331
College graduate	.5%	1.8%	26.6%	52.2%	12.0%	6.9%	2.79	0.035	433
Household income in 2003									
Less than \$15,000		7.7%	30.8%	47.9%	10.3%	3.4%	2.63	0.074	117
\$15,000-\$29,999	1.6%	2.6%	34.7%	45.8%	11.1%	4.2%	2.65	0.058	190
\$30,000-\$39,999	.7%	2.1%	31.5%	51.7%	9.8%	4.2%	2.71	0.061	143
\$40,000-\$49,999	1.5%	5.3%	27.5%	51.1%	11.5%	3.1%	2.68	0.072	131
\$50,000-\$74,999	1.3%	3.0%	26.0%	54.9%	11.9%	3.0%	2.75	0.050	235
\$75,000 & over		1.3%	28.1%	52.5%	13.8%	4.4%	2.82	0.055	160
REFUSED	.5%	1.7%	32.6%	42.3%	14.2%	8.7%	2.75	0.038	423
Rural-urban									
Urban	.4%	2.7%	29.7%	50.5%	11.2%	5.5%	2.74	0.025	848
Rural	1.5%	3.1%	31.8%	45.0%	14.0%	4.7%	2.70	0.035	551
MDT region									
District 1	1.0%	3.4%	34.0%	46.7%	9.3%	5.6%	2.63	0.038	409
District 2		1.9%	26.3%	50.8%	15.3%	5.7%	2.84	0.045	262
District 3	1.0%	3.3%	28.8%	51.8%	11.7%	3.3%	2.72	0.045	299
District 4	1.5%	4.4%	29.4%	39.7%	19.1%	5.9%	2.75	0.078	136
District 5	.7%	1.7%	31.7%	48.8%	11.3%	5.8%	2.72	0.043	293
Years lived in Montana									
Less than 5 yrs	1.6%	2.4%	31.2%	37.6%	14.4%	12.8%	2.70	0.081	125
5 to 9 yrs		5.0%	24.0%	49.0%	16.0%	6.0%	2.81	0.080	100
10 to 19 yrs		3.0%	27.1%	56.7%	10.8%	2.5%	2.77	0.048	203
20 yrs & over	.9%	2.7%	31.8%	47.9%	11.9%	4.7%	2.71	0.025	971

C2. What grade would you give MDT on its efforts to keep customers fully informed of all relevant information and upcoming decisions related to the transportation system?

	Percentage of Respondents Priority Assigned						SE		N
	F	D	C	B	A	DK	Mean	Mean	
All respondents	3.2%	9.4%	29.5%	33.5%	15.6%	8.8%	2.54	0.028	1,399
Gender									
Male	3.9%	9.9%	29.7%	34.0%	15.6%	6.9%	2.51	0.040	697
Female	2.6%	8.8%	29.3%	33.0%	15.5%	10.7%	2.54	0.028	702
Age									
18 to 24 yrs	2.5%	5.0%	30.6%	36.4%	21.5%	4.1%	2.72	0.089	121
25 to 34 yrs	4.4%	9.8%	34.3%	29.4%	14.7%	7.4%	2.43	0.075	204
35 to 44 yrs	2.8%	11.1%	29.6%	31.6%	15.0%	9.9%	2.50	0.067	253
45 to 54 yrs	4.5%	8.5%	32.9%	32.6%	14.8%	6.6%	2.48	0.058	331
55 to 64 yrs	2.5%	11.2%	28.5%	32.6%	14.5%	10.7%	2.51	0.068	242
65 yrs & over	2.0%	8.9%	21.4%	39.5%	16.1%	12.1%	2.67	0.065	248
Race									
White & other	2.8%	9.4%	30.0%	33.1%	15.6%	9.2%	2.54	0.029	1,292
American Indian	8.4%	9.3%	24.3%	38.3%	15.9%	3.7%	2.46	0.113	107
Educational attainment									
Grades 1-12	5.7%	13.2%	11.3%	34.0%	24.5%	11.3%	2.66	0.178	53
HS diploma-GED	2.9%	7.9%	32.1%	34.5%	15.8%	6.7%	2.56	0.042	582
Some post HS	3.0%	8.8%	32.3%	31.4%	13.3%	11.2%	2.49	0.057	331
College graduate	3.5%	11.3%	26.1%	33.7%	15.9%	9.5%	2.52	0.053	433
Household income in 2003									
Less than \$15,000	2.6%	11.1%	29.1%	24.8%	24.8%	7.7%	2.63	0.105	117
\$15,000-\$29,999	4.2%	9.5%	28.4%	34.2%	15.3%	8.4%	2.51	0.078	190
\$30,000-\$39,999	2.1%	9.1%	32.9%	39.2%	9.8%	7.0%	2.49	0.077	143
\$40,000-\$49,999	4.6%	12.2%	32.1%	26.7%	14.5%	9.9%	2.38	0.098	131
\$50,000-\$74,999	3.8%	7.7%	27.2%	39.6%	14.5%	7.2%	2.57	0.067	235
\$75,000 & over	1.3%	9.4%	29.4%	34.4%	17.5%	8.1%	2.63	0.079	160
REFUSED	3.3%	9.0%	29.6%	32.2%	15.4%	10.6%	2.53	0.052	423
Rural-urban									
Urban	3.1%	9.9%	29.8%	32.8%	16.2%	8.3%	2.53	0.036	848
Rural	3.4%	8.5%	29.0%	34.7%	14.7%	9.6%	2.54	0.045	551
MDT region									
District 1	3.4%	10.3%	32.3%	31.3%	14.2%	8.6%	2.47	0.052	409
District 2	4.2%	12.2%	27.1%	28.6%	18.3%	9.5%	2.49	0.071	262
District 3	2.3%	8.0%	24.7%	40.8%	19.1%	5.0%	2.70	0.057	299
District 4	1.5%	9.6%	31.6%	30.1%	14.7%	12.5%	2.54	0.088	136
District 5	3.8%	6.8%	31.7%	35.2%	11.9%	10.6%	2.50	0.059	293
Years lived in Montana									
Less than 5 yrs	3.2%	9.6%	28.8%	29.6%	16.0%	12.8%	2.52	0.099	125
5 to 9 yrs	6.0%	12.0%	33.0%	22.0%	13.0%	14.0%	2.28	0.119	100
10 to 19 yrs	2.5%	8.9%	23.6%	41.9%	15.8%	7.4%	2.64	0.070	203
20 yrs & over	3.1%	9.2%	30.5%	33.5%	15.8%	8.0%	2.54	0.033	971

C3. What grade would you give MDT on its public notification process about construction projects in your area?

	Percentage of Respondents Priority Assigned						SE		N
	F	D	C	B	A	DK	Mean	Mean	
All respondents	2.7%	10.7%	27.0%	32.8%	20.9%	5.9%	2.62	0.029	1,399
Gender									
Male	2.7%	11.9%	26.4%	34.0%	19.9%	5.0%	2.60	0.040	697
Female	2.7%	9.4%	27.6%	31.6%	21.8%	6.8%	2.62	0.029	702
Age									
18 to 24 yrs	5.8%	5.0%	38.8%	24.0%	20.7%	5.8%	2.52	0.101	121
25 to 34 yrs	3.9%	15.7%	27.5%	31.4%	17.2%	4.4%	2.44	0.078	204
35 to 44 yrs	2.8%	12.3%	23.3%	37.2%	20.2%	4.3%	2.62	0.067	253
45 to 54 yrs	2.7%	12.7%	28.4%	31.4%	19.6%	5.1%	2.55	0.059	331
55 to 64 yrs	2.1%	10.3%	24.0%	34.3%	22.3%	7.0%	2.69	0.068	242
65 yrs & over	.8%	5.2%	25.8%	34.3%	25.0%	8.9%	2.85	0.061	248
Race									
White & other	2.7%	10.3%	27.2%	32.4%	21.3%	6.2%	2.63	0.030	1,292
American Indian	2.8%	15.0%	25.2%	38.3%	15.9%	2.8%	2.51	0.101	107
Educational attainment									
Grades 1-12	3.8%	9.4%	17.0%	28.3%	30.2%	11.3%	2.81	0.168	53
HS diploma-GED	3.1%	9.5%	26.1%	35.4%	20.1%	5.8%	2.64	0.044	582
Some post HS	3.6%	10.6%	28.7%	31.1%	18.1%	7.9%	2.54	0.060	331
College graduate	1.4%	12.5%	28.2%	31.2%	22.9%	3.9%	2.64	0.050	433
Household income in 2003									
Less than \$15,000	5.1%	6.8%	26.5%	34.2%	19.7%	7.7%	2.61	0.103	117
\$15,000-\$29,999	2.1%	7.4%	26.3%	37.9%	20.0%	6.3%	2.71	0.072	190
\$30,000-\$39,999	3.5%	11.9%	30.1%	29.4%	21.0%	4.2%	2.55	0.092	143
\$40,000-\$49,999	3.8%	17.6%	23.7%	30.5%	19.8%	4.6%	2.47	0.101	131
\$50,000-\$74,999	3.0%	8.9%	28.9%	34.9%	19.6%	4.7%	2.62	0.068	235
\$75,000 & over	.6%	13.8%	26.3%	33.8%	23.1%	2.5%	2.67	0.081	160
REFUSED	2.4%	10.4%	26.7%	30.5%	21.7%	8.3%	2.64	0.053	423
Rural-urban									
Urban	2.7%	11.2%	26.9%	32.2%	21.5%	5.5%	2.62	0.037	848
Rural	2.7%	9.8%	27.2%	33.8%	20.0%	6.5%	2.63	0.045	551
MDT region									
District 1	2.9%	11.5%	30.3%	28.6%	19.6%	7.1%	2.54	0.054	409
District 2	4.2%	10.7%	24.4%	32.4%	21.4%	6.9%	2.60	0.070	262
District 3	2.0%	9.0%	23.1%	35.1%	25.8%	5.0%	2.77	0.060	299
District 4	3.7%	9.6%	25.7%	36.0%	19.9%	5.1%	2.62	0.092	136
District 5	1.4%	11.6%	29.4%	35.2%	17.7%	4.8%	2.59	0.058	293
Years lived in Montana									
Less than 5 yrs	5.6%	7.2%	26.4%	28.0%	18.4%	14.4%	2.54	0.108	125
5 to 9 yrs	3.0%	9.0%	26.0%	36.0%	21.0%	5.0%	2.66	0.105	100
10 to 19 yrs	3.0%	10.3%	28.1%	35.5%	19.7%	3.4%	2.61	0.073	203
20 yrs & over	2.3%	11.3%	27.0%	32.5%	21.4%	5.5%	2.63	0.034	971

C4. What grade would you give MDT on minimizing inconvenience caused by construction or maintenance projects?

	Percentage of Respondents Priority Assigned						SE		N
	F	D	C	B	A	DK	Mean	Mean	
All respondents	3.1%	8.2%	33.2%	38.8%	11.8%	4.9%	2.50	0.025	1,399
Gender									
Male	3.4%	8.6%	31.6%	40.0%	13.3%	3.0%	2.53	0.037	697
Female	2.7%	7.8%	34.9%	37.6%	10.3%	6.7%	2.48	0.035	702
Age									
18 to 24 yrs	3.3%	8.3%	43.0%	31.4%	12.4%	1.7%	2.42	0.086	121
25 to 34 yrs	3.4%	10.8%	42.2%	29.9%	10.3%	3.4%	2.34	0.067	204
35 to 44 yrs	3.2%	9.1%	34.4%	38.7%	12.3%	2.4%	2.49	0.060	253
45 to 54 yrs	3.0%	9.1%	30.5%	42.9%	11.2%	3.3%	2.52	0.052	331
55 to 64 yrs	3.3%	8.3%	28.1%	41.3%	12.0%	7.0%	2.54	0.063	242
65 yrs & over	2.4%	4.0%	28.6%	41.9%	12.9%	10.1%	2.65	0.059	248
Race									
White & other	3.1%	7.7%	32.9%	39.4%	11.8%	5.1%	2.52	0.026	1,292
American Indian	2.8%	14.0%	37.4%	31.8%	12.1%	1.9%	2.37	0.095	107
Educational attainment									
Grades 1-12	1.9%	11.3%	28.3%	28.3%	20.8%	9.4%	2.60	0.151	53
HS diploma-GED	3.3%	7.4%	33.5%	38.3%	11.5%	6.0%	2.50	0.040	582
Some post HS	4.5%	8.5%	33.5%	38.7%	10.6%	4.2%	2.44	0.054	331
College graduate	1.8%	8.8%	33.3%	40.9%	12.0%	3.2%	2.54	0.044	433
Household income in 2003									
Less than \$15,000	1.7%	8.5%	35.0%	39.3%	10.3%	5.1%	2.50	0.083	117
\$15,000-\$29,999	1.1%	7.9%	36.3%	34.7%	14.7%	5.3%	2.57	0.066	190
\$30,000-\$39,999	2.8%	7.7%	41.3%	35.7%	9.8%	2.8%	2.43	0.075	143
\$40,000-\$49,999	4.6%	6.9%	28.2%	45.0%	12.2%	3.1%	2.55	0.086	131
\$50,000-\$74,999	3.4%	9.8%	33.2%	40.4%	10.2%	3.0%	2.46	0.062	235
\$75,000 & over	5.0%	8.1%	31.9%	38.1%	15.6%	1.3%	2.52	0.081	160
REFUSED	3.1%	8.0%	30.7%	39.0%	10.9%	8.3%	2.51	0.047	423
Rural-urban									
Urban	3.4%	8.6%	32.9%	39.0%	11.7%	4.4%	2.49	0.033	848
Rural	2.5%	7.6%	33.8%	38.5%	12.0%	5.6%	2.53	0.040	551
MDT region									
District 1	2.2%	9.0%	31.3%	42.1%	10.8%	4.6%	2.53	0.045	409
District 2	2.3%	7.3%	32.8%	40.8%	12.2%	4.6%	2.56	0.057	262
District 3	4.3%	10.0%	31.4%	38.5%	11.4%	4.3%	2.44	0.058	299
District 4	2.9%	4.4%	37.5%	34.6%	14.0%	6.6%	2.56	0.081	136
District 5	3.8%	7.8%	36.2%	34.8%	12.3%	5.1%	2.46	0.057	293
Years lived in Montana									
Less than 5 yrs	2.4%	4.0%	33.6%	36.0%	12.0%	12.0%	2.58	0.084	125
5 to 9 yrs	3.0%	8.0%	37.0%	39.0%	12.0%	1.0%	2.49	0.092	100
10 to 19 yrs	3.9%	6.9%	36.0%	39.4%	11.3%	2.5%	2.48	0.066	203
20 yrs & over	3.0%	9.1%	32.2%	39.0%	11.8%	4.8%	2.50	0.031	971

C5. Overall, what grade would you give MDT on the convenience of travel through construction zones?

	Percentage of Respondents						SE		N
	Priority Assigned						Mean	Mean	
	F	D	C	B	A	DK			
All respondents	1.4%	5.6%	31.0%	46.0%	13.7%	2.4%	2.67	0.023	1,399
Gender									
Male	1.7%	6.5%	31.3%	45.8%	13.9%	.9%	2.64	0.033	697
Female	1.0%	4.7%	30.6%	46.3%	13.4%	4.0%	2.69	0.031	702
Age									
18 to 24 yrs	1.7%	2.5%	35.5%	43.0%	14.9%	2.5%	2.69	0.076	121
25 to 34 yrs	1.0%	6.9%	32.8%	46.6%	11.3%	1.5%	2.61	0.058	204
35 to 44 yrs	2.4%	6.7%	28.9%	45.8%	14.6%	1.6%	2.65	0.057	253
45 to 54 yrs	.9%	7.9%	33.8%	43.8%	12.7%	.9%	2.60	0.047	331
55 to 64 yrs	2.1%	4.5%	28.1%	49.2%	14.0%	2.1%	2.70	0.055	242
65 yrs & over	.4%	2.8%	28.2%	47.2%	14.9%	6.5%	2.78	0.050	248
Race									
White & other	1.3%	5.6%	30.5%	46.1%	14.0%	2.5%	2.68	0.024	1,292
American Indian	1.9%	5.6%	36.4%	44.9%	9.3%	1.9%	2.55	0.080	107
Educational attainment									
Grades 1-12	1.9%	3.8%	18.9%	45.3%	22.6%	7.5%	2.90	0.128	53
HS diploma-GED	1.2%	4.5%	33.0%	43.3%	15.6%	2.4%	2.69	0.035	582
Some post HS	2.4%	5.1%	30.5%	48.6%	10.6%	2.7%	2.61	0.047	331
College graduate	.7%	7.6%	30.0%	47.8%	12.2%	1.6%	2.64	0.040	433
Household income in 2003									
Less than \$15,000	.9%	3.4%	28.2%	42.7%	17.1%	7.7%	2.78	0.079	117
\$15,000-\$29,999	.5%	5.3%	34.7%	43.7%	13.7%	2.1%	2.66	0.059	190
\$30,000-\$39,999	.7%	4.9%	30.8%	49.0%	13.3%	1.4%	2.70	0.067	143
\$40,000-\$49,999	3.1%	3.8%	32.1%	46.6%	13.7%	.8%	2.65	0.077	131
\$50,000-\$74,999	.9%	6.4%	30.2%	51.1%	10.6%	.9%	2.65	0.052	235
\$75,000 & over	1.3%	10.0%	28.8%	45.0%	14.4%	.6%	2.62	0.071	160
REFUSED	1.9%	5.0%	31.0%	44.4%	14.2%	3.5%	2.66	0.043	423
Rural-urban									
Urban	1.5%	5.1%	30.1%	47.9%	13.0%	2.5%	2.67	0.029	848
Rural	1.1%	6.4%	32.3%	43.2%	14.7%	2.4%	2.66	0.037	551
MDT region									
District 1	.5%	4.2%	35.0%	46.7%	10.8%	2.9%	2.65	0.038	409
District 2	1.5%	6.5%	25.2%	50.0%	14.9%	1.9%	2.72	0.053	262
District 3	2.3%	7.0%	27.8%	45.8%	15.4%	1.7%	2.66	0.053	299
District 4	2.2%	5.9%	33.8%	36.8%	19.9%	1.5%	2.67	0.081	136
District 5	1.0%	5.1%	32.4%	46.1%	11.9%	3.4%	2.65	0.048	293
Years lived in Montana									
Less than 5 yrs	.8%	3.2%	32.0%	42.4%	13.6%	8.0%	2.70	0.074	125
5 to 9 yrs	1.0%	12.0%	25.0%	45.0%	17.0%		2.65	0.094	100
10 to 19 yrs	1.5%	5.4%	28.6%	51.2%	11.8%	1.5%	2.68	0.058	203
20 yrs & over	1.4%	5.3%	31.9%	45.5%	13.7%	2.2%	2.66	0.027	971

C6. What grade would you give MDT on providing and marking detours through construction zones?

	Percentage of Respondents Priority Assigned						SE		N
	F	D	C	B	A	DK	Mean	Mean	
All respondents	.4%	3.6%	22.9%	46.4%	23.1%	3.6%	2.91	0.022	1,399
Gender									
Male	.7%	4.3%	22.5%	47.8%	22.5%	2.2%	2.89	0.032	697
Female	.1%	2.8%	23.2%	45.0%	23.6%	5.1%	2.94	0.031	702
Age									
18 to 24 yrs		2.5%	19.8%	39.7%	33.9%	4.1%	3.09	0.075	121
25 to 34 yrs		5.4%	22.5%	46.1%	22.1%	3.9%	2.88	0.059	204
35 to 44 yrs	.4%	4.0%	21.7%	46.2%	25.3%	2.4%	2.94	0.052	253
45 to 54 yrs	.9%	3.0%	27.8%	47.4%	19.3%	1.5%	2.83	0.045	331
55 to 64 yrs	.8%	3.7%	22.3%	44.2%	24.4%	4.5%	2.92	0.056	242
65 yrs & over		2.8%	19.8%	50.8%	20.2%	6.5%	2.94	0.049	248
Race									
White & other	.5%	3.8%	22.3%	46.8%	22.9%	3.7%	2.91	0.023	1,292
American Indian		.9%	29.9%	41.1%	25.2%	2.8%	2.93	0.076	107
Educational attainment									
Grades 1-12		3.8%	17.0%	34.0%	35.8%	9.4%	3.12	0.125	53
HS diploma-GED	.2%	3.3%	21.6%	47.4%	23.7%	3.8%	2.95	0.033	582
Some post HS	.3%	3.3%	24.2%	47.4%	21.5%	3.3%	2.89	0.044	331
College graduate	.9%	4.2%	24.2%	45.7%	21.9%	3.0%	2.86	0.041	433
Household income in 2003									
Less than \$15,000		4.3%	23.1%	30.8%	34.2%	7.7%	3.03	0.087	117
\$15,000-\$29,999		5.3%	17.4%	51.1%	22.6%	3.7%	2.95	0.059	190
\$30,000-\$39,999		2.1%	23.1%	54.5%	18.2%	2.1%	2.91	0.060	143
\$40,000-\$49,999		5.3%	19.8%	46.6%	27.5%	.8%	2.97	0.073	131
\$50,000-\$74,999	.4%	1.7%	25.5%	46.4%	23.4%	2.6%	2.93	0.052	235
\$75,000 & over	1.9%	5.6%	23.1%	47.5%	20.6%	1.3%	2.80	0.072	160
REFUSED	.5%	2.8%	24.6%	45.4%	21.3%	5.4%	2.89	0.040	423
Rural-urban									
Urban	.5%	4.4%	23.1%	46.8%	22.1%	3.2%	2.88	0.029	848
Rural	.4%	2.4%	22.5%	45.7%	24.7%	4.4%	2.96	0.034	551
MDT region									
District 1	.2%	4.4%	23.0%	46.7%	21.5%	4.2%	2.89	0.041	409
District 2	.4%	3.8%	21.4%	45.0%	26.3%	3.1%	2.96	0.052	262
District 3	.7%	3.0%	25.1%	42.8%	24.7%	3.7%	2.91	0.049	299
District 4	.7%	2.9%	18.4%	48.5%	25.7%	3.7%	2.99	0.071	136
District 5	.3%	3.1%	23.9%	49.8%	19.5%	3.4%	2.88	0.046	293
Years lived in Montana									
Less than 5 yrs	.8%	8.0%	15.2%	44.0%	21.6%	10.4%	2.87	0.086	125
5 to 9 yrs		5.0%	18.0%	47.0%	26.0%	4.0%	2.98	0.084	100
10 to 19 yrs	.5%	1.5%	23.2%	48.8%	24.6%	1.5%	2.97	0.054	203
20 yrs & over	.4%	3.3%	24.3%	46.1%	22.7%	3.2%	2.90	0.026	971

C7a. Please tell me whether you agree, disagree, or have no opinion with the following statement:

Warning signs for construction zones are appropriate.

	Percentage of respondents				
	Agree	Disagree	No <u>opinion</u>	<u>DK</u>	<u>N</u>
All respondents	91.5%	4.6%	2.1%	1.7%	1,399
Gender					
Male	92.7%	4.6%	1.6%	1.1%	697
Female	90.3%	4.7%	2.7%	2.3%	702
Age					
18 to 24 yrs	94.2%	1.7%	.8%	3.3%	121
25 to 34 yrs	92.6%	3.4%	2.5%	1.5%	204
35 to 44 yrs	93.7%	4.0%	1.6%	.8%	253
45 to 54 yrs	91.2%	7.3%	.9%	.6%	331
55 to 64 yrs	90.5%	5.0%	2.9%	1.7%	242
65 yrs & over	88.3%	4.0%	4.0%	3.6%	248
Race					
White & other	91.3%	4.6%	2.2%	1.9%	1,292
American Indian	94.4%	4.7%	.9%		107
Educational attainment					
Grades 1-12	88.7%	3.8%	3.8%	3.8%	53
HS diploma-GED	92.1%	4.1%	2.4%	1.4%	582
Some post HS	91.8%	3.9%	1.5%	2.7%	331
College graduate	90.8%	6.0%	2.1%	1.2%	433
Household income in 2003					
Less than \$15,000	88.0%	4.3%	7.7%		117
\$15,000-\$29,999	93.2%	3.7%	1.6%	1.6%	190
\$30,000-\$39,999	95.8%	2.8%	1.4%		143
\$40,000-\$49,999	94.7%	3.8%	1.5%		131
\$50,000-\$74,999	91.5%	4.7%	1.7%	2.1%	235
\$75,000 & over	91.9%	6.9%	1.3%		160
REFUSED	89.1%	5.2%	1.9%	3.8%	423
Rural-urban					
Urban	91.4%	5.0%	1.9%	1.8%	848
Rural	91.7%	4.2%	2.5%	1.6%	551
MDT region					
District 1	92.7%	4.2%	1.0%	2.2%	409
District 2	92.7%	3.4%	2.7%	1.1%	262
District 3	87.0%	7.4%	3.0%	2.7%	299
District 4	91.2%	5.1%	3.7%		136
District 5	93.5%	3.4%	1.7%	1.4%	293
Years lived in Montana					
Less than 5 yrs	87.2%	4.8%	2.4%	5.6%	125
5 to 9 yrs	94.0%	5.0%		1.0%	100
10 to 19 yrs	95.6%	2.0%	1.5%	1.0%	203
20 yrs & over	90.9%	5.1%	2.5%	1.4%	971

C7b. Please tell me whether you agree, disagree, or have no opinion with the following statement:

Travel lanes in construction zones are clearly marked.

	Percentage of respondents				
	Agree	Disagree	No <u>opinion</u>	<u>DK</u>	<u>N</u>
All respondents	77.1%	17.4%	3.9%	1.6%	1,399
Gender					
Male	77.2%	17.8%	4.0%	1.0%	697
Female	77.1%	17.1%	3.7%	2.1%	702
Age					
18 to 24 yrs	76.9%	14.0%	6.6%	2.5%	121
25 to 34 yrs	81.9%	14.2%	3.4%	.5%	204
35 to 44 yrs	73.5%	20.2%	5.1%	1.2%	253
45 to 54 yrs	73.7%	22.1%	3.0%	1.2%	331
55 to 64 yrs	78.5%	16.1%	3.7%	1.7%	242
65 yrs & over	80.2%	14.1%	2.8%	2.8%	248
Race					
White & other	76.8%	17.7%	3.8%	1.7%	1,292
American Indian	81.3%	14.0%	4.7%		107
Educational attainment					
Grades 1-12	83.0%	9.4%	3.8%	3.8%	53
HS diploma-GED	77.8%	16.2%	4.6%	1.4%	582
Some post HS	79.8%	15.4%	2.7%	2.1%	331
College graduate	73.4%	21.7%	3.7%	1.2%	433
Household income in 2003					
Less than \$15,000	76.9%	16.2%	6.8%		117
\$15,000-\$29,999	80.5%	14.7%	2.6%	2.1%	190
\$30,000-\$39,999	79.7%	19.6%	.7%		143
\$40,000-\$49,999	74.0%	19.8%	5.3%	.8%	131
\$50,000-\$74,999	80.0%	14.5%	4.7%	.9%	235
\$75,000 & over	73.8%	21.3%	4.4%	.6%	160
REFUSED	75.4%	17.7%	3.5%	3.3%	423
Rural-urban					
Urban	77.6%	17.2%	3.7%	1.5%	848
Rural	76.4%	17.8%	4.2%	1.6%	551
MDT region					
District 1	78.0%	17.4%	2.7%	2.0%	409
District 2	80.2%	15.3%	3.4%	1.1%	262
District 3	73.6%	18.7%	5.0%	2.7%	299
District 4	74.3%	21.3%	4.4%		136
District 5	78.2%	16.4%	4.4%	1.0%	293
Years lived in Montana					
Less than 5 yrs	79.2%	13.6%	4.0%	3.2%	125
5 to 9 yrs	77.0%	19.0%	4.0%		100
10 to 19 yrs	77.3%	16.7%	4.9%	1.0%	203
20 yrs & over	76.8%	17.9%	3.6%	1.6%	971

C7c. Please tell me whether you agree, disagree, or have no opinion with the following statement:

Speed limits in construction zones are clearly marked.

	Percentage of respondents				
	Agree	Disagree	No <u>opinion</u>	<u>DK</u>	<u>N</u>
All respondents	87.1%	9.2%	1.7%	2.0%	1,399
Gender					
Male	88.1%	9.5%	1.6%	.9%	697
Female	86.0%	9.0%	1.9%	3.1%	702
Age					
18 to 24 yrs	80.2%	11.6%	4.1%	4.1%	121
25 to 34 yrs	82.8%	13.7%	2.0%	1.5%	204
35 to 44 yrs	89.3%	8.7%	.8%	1.2%	253
45 to 54 yrs	90.3%	6.6%	1.2%	1.8%	331
55 to 64 yrs	88.0%	8.7%	2.1%	1.2%	242
65 yrs & over	86.3%	8.9%	1.6%	3.2%	248
Race					
White & other	86.9%	9.3%	1.6%	2.2%	1,292
American Indian	88.8%	8.4%	2.8%		107
Educational attainment					
Grades 1-12	81.1%	15.1%		3.8%	53
HS diploma-GED	87.8%	8.2%	2.4%	1.5%	582
Some post HS	86.1%	9.7%	1.2%	3.0%	331
College graduate	87.5%	9.5%	1.4%	1.6%	433
Household income in 2003					
Less than \$15,000	86.3%	7.7%	5.1%	.9%	117
\$15,000-\$29,999	87.9%	8.9%	1.6%	1.6%	190
\$30,000-\$39,999	83.2%	14.0%	2.1%	.7%	143
\$40,000-\$49,999	94.7%	4.6%	.8%		131
\$50,000-\$74,999	90.2%	6.8%	1.7%	1.3%	235
\$75,000 & over	90.0%	8.8%	.6%	.6%	160
REFUSED	83.0%	11.1%	1.4%	4.5%	423
Rural-urban					
Urban	86.3%	9.9%	1.5%	2.2%	848
Rural	88.2%	8.2%	2.0%	1.6%	551
MDT region					
District 1	90.2%	6.8%	1.0%	2.0%	409
District 2	89.7%	7.6%	.8%	1.9%	262
District 3	83.9%	11.0%	2.0%	3.0%	299
District 4	82.4%	14.0%	2.9%	.7%	136
District 5	85.7%	9.9%	2.7%	1.7%	293
Years lived in Montana					
Less than 5 yrs	84.0%	8.8%	1.6%	5.6%	125
5 to 9 yrs	90.0%	7.0%	3.0%		100
10 to 19 yrs	84.7%	12.3%	1.0%	2.0%	203
20 yrs & over	87.6%	8.9%	1.8%	1.8%	971

C7d. Please tell me whether you agree, disagree, or have no opinion with the following statement:

Signs in construction zones are easy to read and understand.

	Percentage of respondents				
			<u>No opinion</u>	<u>DK</u>	<u>N</u>
All respondents	84.3%	12.4%	1.7%	1.6%	1,399
Gender					
Male	85.1%	11.8%	2.2%	1.0%	697
Female	83.5%	13.0%	1.3%	2.3%	702
Age					
18 to 24 yrs	90.9%	5.8%	.8%	2.5%	121
25 to 34 yrs	85.8%	9.8%	2.5%	2.0%	204
35 to 44 yrs	85.4%	11.1%	2.4%	1.2%	253
45 to 54 yrs	81.9%	16.0%	1.2%	.9%	331
55 to 64 yrs	81.4%	14.9%	2.1%	1.7%	242
65 yrs & over	84.7%	11.7%	1.2%	2.4%	248
Race					
White & other	83.9%	12.8%	1.5%	1.8%	1,292
American Indian	88.8%	7.5%	3.7%		107
Educational attainment					
Grades 1-12	84.9%	11.3%		3.8%	53
HS diploma-GED	86.9%	9.6%	2.1%	1.4%	582
Some post HS	88.2%	9.4%		2.4%	331
College graduate	77.6%	18.5%	2.8%	1.2%	433
Household income in 2003					
Less than \$15,000	87.2%	11.1%	1.7%		117
\$15,000-\$29,999	82.1%	11.1%	4.7%	2.1%	190
\$30,000-\$39,999	87.4%	9.8%	2.1%	.7%	143
\$40,000-\$49,999	87.0%	11.5%	1.5%		131
\$50,000-\$74,999	86.0%	12.8%		1.3%	235
\$75,000 & over	81.3%	16.9%	1.9%		160
REFUSED	82.7%	12.5%	1.2%	3.5%	423
Rural-urban					
Urban	82.9%	13.9%	1.5%	1.7%	848
Rural	86.4%	10.0%	2.0%	1.6%	551
MDT region					
District 1	85.6%	10.5%	2.0%	2.0%	409
District 2	84.7%	12.2%	1.9%	1.1%	262
District 3	80.3%	16.1%	1.3%	2.3%	299
District 4	86.0%	12.5%	.7%	.7%	136
District 5	85.3%	11.3%	2.0%	1.4%	293
Years lived in Montana					
Less than 5 yrs	84.8%	8.8%	2.4%	4.0%	125
5 to 9 yrs	87.0%	9.0%	3.0%	1.0%	100
10 to 19 yrs	84.2%	13.3%	1.5%	1.0%	203
20 yrs & over	83.9%	13.0%	1.5%	1.5%	971

C7e. Please tell me whether you agree, disagree, or have no opinion with the following statement:

Delays associated with construction are short.

	Percentage of respondents			<u>DK</u>	<u>N</u>
	Agree	Disagree	No <u>opinion</u>		
All respondents	60.7%	30.0%	6.6%	2.7%	1,399
Gender					
Male	64.4%	27.7%	6.0%	1.9%	697
Female	57.0%	32.3%	7.1%	3.6%	702
Age					
18 to 24 yrs	43.8%	47.1%	5.8%	3.3%	121
25 to 34 yrs	54.9%	35.3%	6.9%	2.9%	204
35 to 44 yrs	53.0%	39.1%	6.7%	1.2%	253
45 to 54 yrs	62.5%	29.3%	6.0%	2.1%	331
55 to 64 yrs	66.1%	26.0%	5.4%	2.5%	242
65 yrs & over	73.8%	12.9%	8.5%	4.8%	248
Race					
White & other	62.0%	28.8%	6.3%	2.9%	1,292
American Indian	44.9%	44.9%	10.3%		107
Educational attainment					
Grades 1-12	66.0%	20.8%	9.4%	3.8%	53
HS diploma-GED	62.9%	27.0%	7.9%	2.2%	582
Some post HS	57.1%	32.3%	6.9%	3.6%	331
College graduate	59.8%	33.5%	4.2%	2.5%	433
Household income in 2003					
Less than \$15,000	59.8%	30.8%	9.4%		117
\$15,000-\$29,999	61.6%	27.9%	7.9%	2.6%	190
\$30,000-\$39,999	59.4%	30.1%	9.1%	1.4%	143
\$40,000-\$49,999	67.9%	24.4%	4.6%	3.1%	131
\$50,000-\$74,999	61.7%	31.5%	5.5%	1.3%	235
\$75,000 & over	54.4%	40.6%	3.8%	1.3%	160
REFUSED	60.5%	27.7%	6.6%	5.2%	423
Rural-urban					
Urban	62.4%	29.1%	5.5%	2.9%	848
Rural	58.1%	31.4%	8.2%	2.4%	551
MDT region					
District 1	63.1%	28.9%	4.6%	3.4%	409
District 2	67.9%	22.5%	8.0%	1.5%	262
District 3	53.5%	36.1%	7.0%	3.3%	299
District 4	55.1%	36.0%	7.4%	1.5%	136
District 5	60.8%	29.4%	7.2%	2.7%	293
Years lived in Montana					
Less than 5 yrs	56.8%	29.6%	8.8%	4.8%	125
5 to 9 yrs	59.0%	35.0%	5.0%	1.0%	100
10 to 19 yrs	55.2%	36.9%	5.9%	2.0%	203
20 yrs & over	62.5%	28.1%	6.6%	2.8%	971

C7f. Please tell me whether you agree, disagree, or have no opinion with the following statement:

Safety is more important than convenience when traveling through construction zones.

	Percentage of respondents			<u>DK</u>	<u>N</u>
	Agree	Disagree	No <u>opinion</u>		
All respondents	95.9%	1.4%	1.0%	1.7%	1,399
Gender					
Male	96.4%	1.4%	1.1%	1.0%	697
Female	95.3%	1.4%	.9%	2.4%	702
Age					
18 to 24 yrs	92.6%	1.7%	2.5%	3.3%	121
25 to 34 yrs	96.1%	1.5%	1.5%	1.0%	204
35 to 44 yrs	97.2%	1.6%	.4%	.8%	253
45 to 54 yrs	97.0%	1.5%	.6%	.9%	331
55 to 64 yrs	96.3%	.8%	1.2%	1.7%	242
65 yrs & over	94.0%	1.6%	.8%	3.6%	248
Race					
White & other	95.8%	1.4%	.9%	1.9%	1,292
American Indian	96.3%	1.9%	1.9%		107
Educational attainment					
Grades 1-12	96.2%			3.8%	53
HS diploma-GED	95.9%	1.4%	1.4%	1.4%	582
Some post HS	92.7%	2.4%	1.2%	3.6%	331
College graduate	98.2%	.9%	.5%	.5%	433
Household income in 2003					
Less than \$15,000	96.6%	1.7%	.9%	.9%	117
\$15,000-\$29,999	95.8%	1.1%	2.6%	.5%	190
\$30,000-\$39,999	97.9%	1.4%	.7%		143
\$40,000-\$49,999	97.7%	1.5%		.8%	131
\$50,000-\$74,999	96.2%	1.7%	1.3%	.9%	235
\$75,000 & over	97.5%	1.9%	.6%		160
REFUSED	93.6%	1.2%	.7%	4.5%	423
Rural-urban					
Urban	95.9%	1.8%	.4%	2.0%	848
Rural	95.8%	.9%	2.0%	1.3%	551
MDT region					
District 1	95.6%	1.2%	.7%	2.4%	409
District 2	97.3%	1.1%	.8%	.8%	262
District 3	93.6%	2.3%	1.3%	2.7%	299
District 4	97.1%	.7%	2.2%		136
District 5	96.6%	1.4%	.7%	1.4%	293
Years lived in Montana					
Less than 5 yrs	96.0%		2.4%	1.6%	125
5 to 9 yrs	98.0%			2.0%	100
10 to 19 yrs	94.6%	2.5%	1.5%	1.5%	203
20 yrs & over	95.9%	1.5%	.8%	1.8%	971

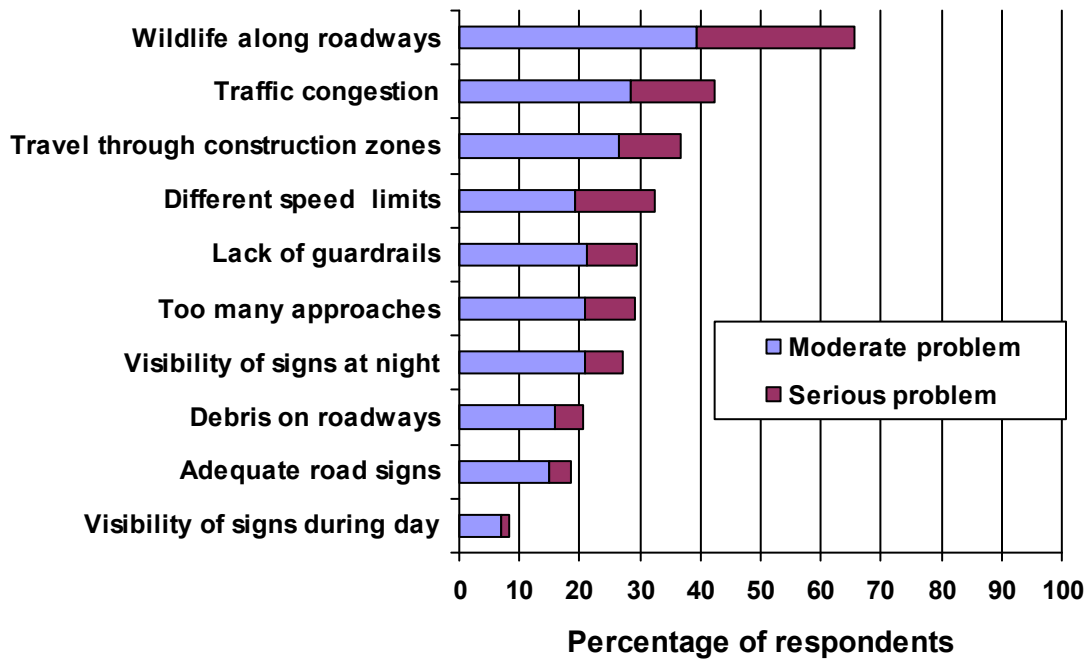
C7g. Please tell me whether you agree, disagree, or have no opinion with the following statement:

MDT does its best to incorporate beautification projects when planning transportation projects.

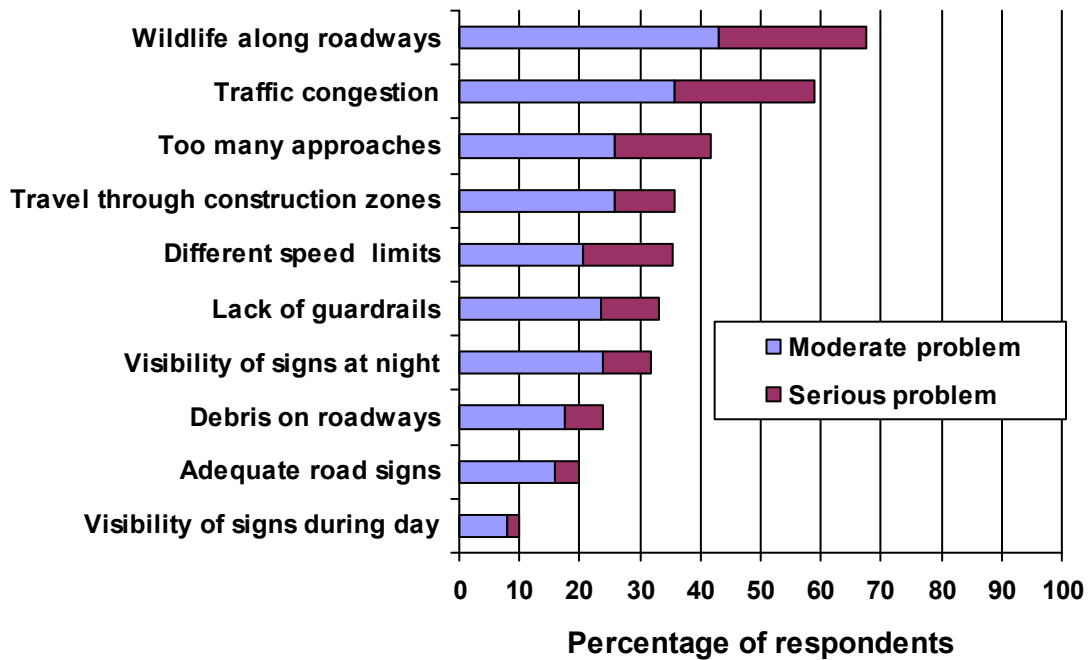
	Percentage of respondents				
			No opinion		
	Agree	Disagree		DK	N
All respondents	57.8%	12.2%	24.0%	6.0%	1,399
Gender					
Male	58.1%	13.5%	23.5%	4.9%	697
Female	57.5%	10.8%	24.5%	7.1%	702
Age					
18 to 24 yrs	58.7%	14.0%	22.3%	5.0%	121
25 to 34 yrs	60.3%	8.8%	23.5%	7.4%	204
35 to 44 yrs	57.7%	11.1%	24.1%	7.1%	253
45 to 54 yrs	52.0%	16.6%	27.2%	4.2%	331
55 to 64 yrs	59.5%	13.2%	23.1%	4.1%	242
65 yrs & over	61.7%	8.1%	21.8%	8.5%	248
Race					
White & other	57.4%	12.2%	24.1%	6.2%	1,292
American Indian	62.6%	11.2%	22.4%	3.7%	107
Educational attainment					
Grades 1-12	54.7%	7.5%	28.3%	9.4%	53
HS diploma-GED	64.1%	9.1%	21.8%	5.0%	582
Some post HS	57.4%	13.9%	21.1%	7.6%	331
College graduate	50.1%	15.5%	28.6%	5.8%	433
Household income in 2003					
Less than \$15,000	58.1%	12.0%	25.6%	4.3%	117
\$15,000-\$29,999	69.5%	8.9%	16.3%	5.3%	190
\$30,000-\$39,999	64.3%	12.6%	18.2%	4.9%	143
\$40,000-\$49,999	59.5%	9.9%	24.4%	6.1%	131
\$50,000-\$74,999	56.6%	11.9%	26.8%	4.7%	235
\$75,000 & over	55.6%	19.4%	20.6%	4.4%	160
REFUSED	51.3%	11.6%	28.6%	8.5%	423
Rural-urban					
Urban	57.8%	13.8%	22.2%	6.3%	848
Rural	57.9%	9.6%	26.9%	5.6%	551
MDT region					
District 1	62.6%	11.5%	19.8%	6.1%	409
District 2	57.3%	11.8%	25.2%	5.7%	262
District 3	58.2%	13.0%	21.1%	7.7%	299
District 4	56.6%	8.1%	28.7%	6.6%	136
District 5	51.9%	14.3%	29.7%	4.1%	293
Years lived in Montana					
Less than 5 yrs	46.4%	5.6%	37.6%	10.4%	125
5 to 9 yrs	49.0%	15.0%	27.0%	9.0%	100
10 to 19 yrs	59.6%	11.3%	23.2%	5.9%	203
20 yrs & over	59.8%	12.9%	22.1%	5.1%	971

APPENDIX B: SELECTED CHARTS

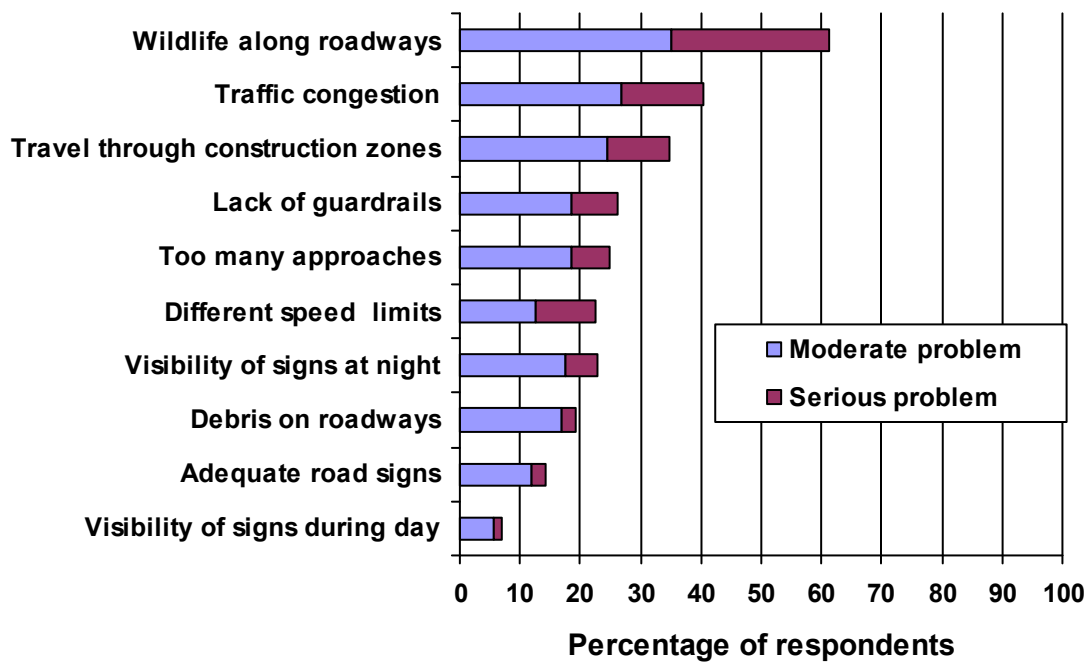
Ranking of safety problems for Montana



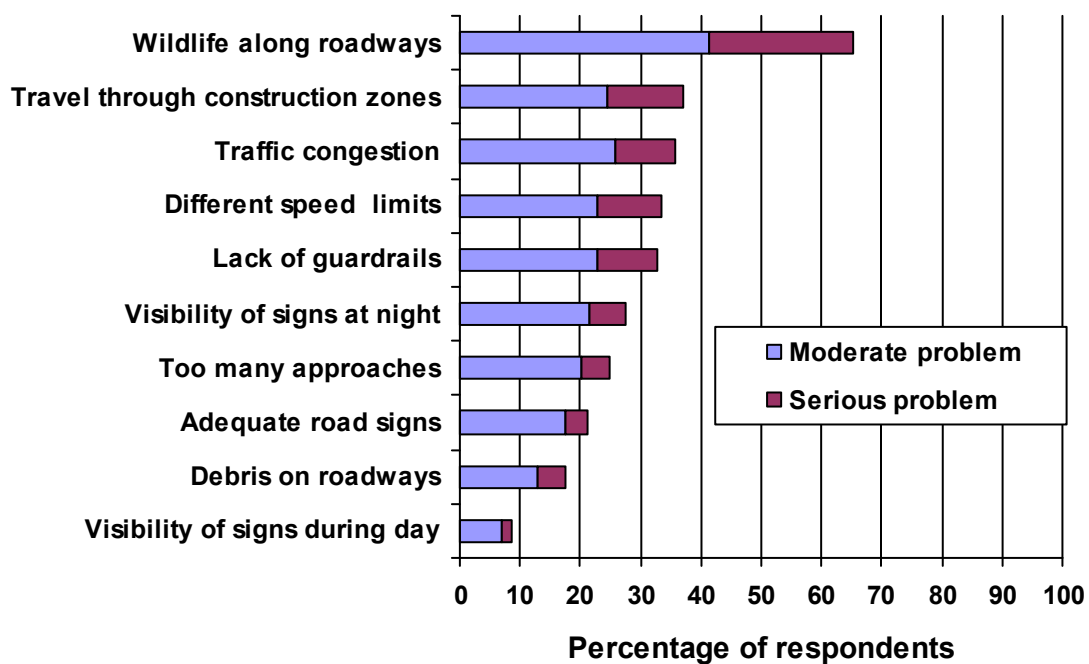
Ranking of safety problems for District 1



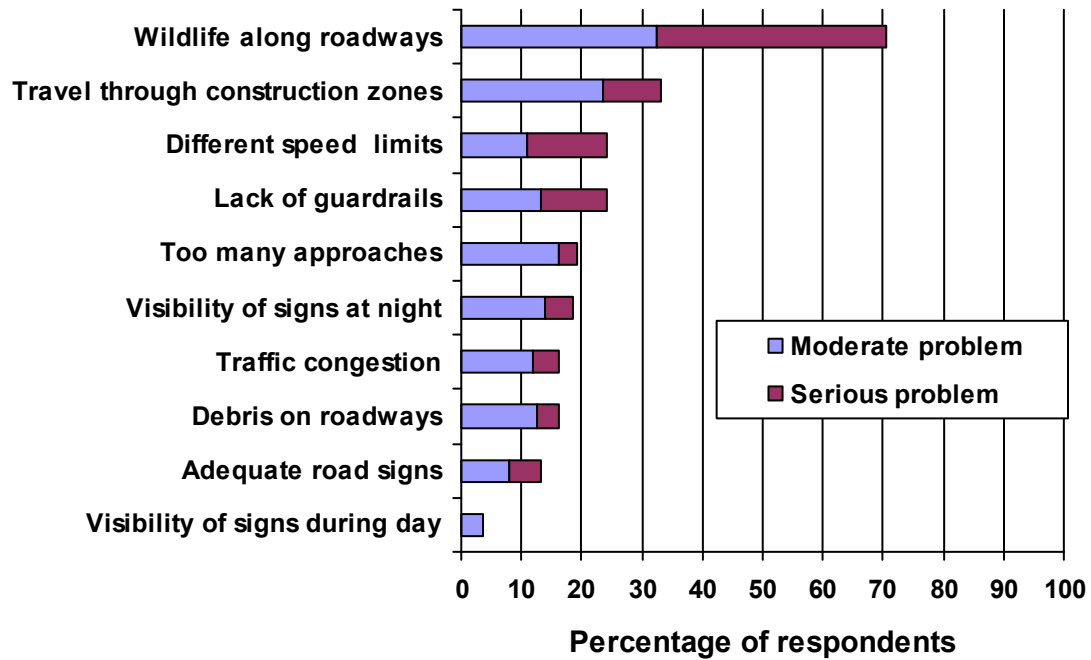
Ranking of safety problems for District 2



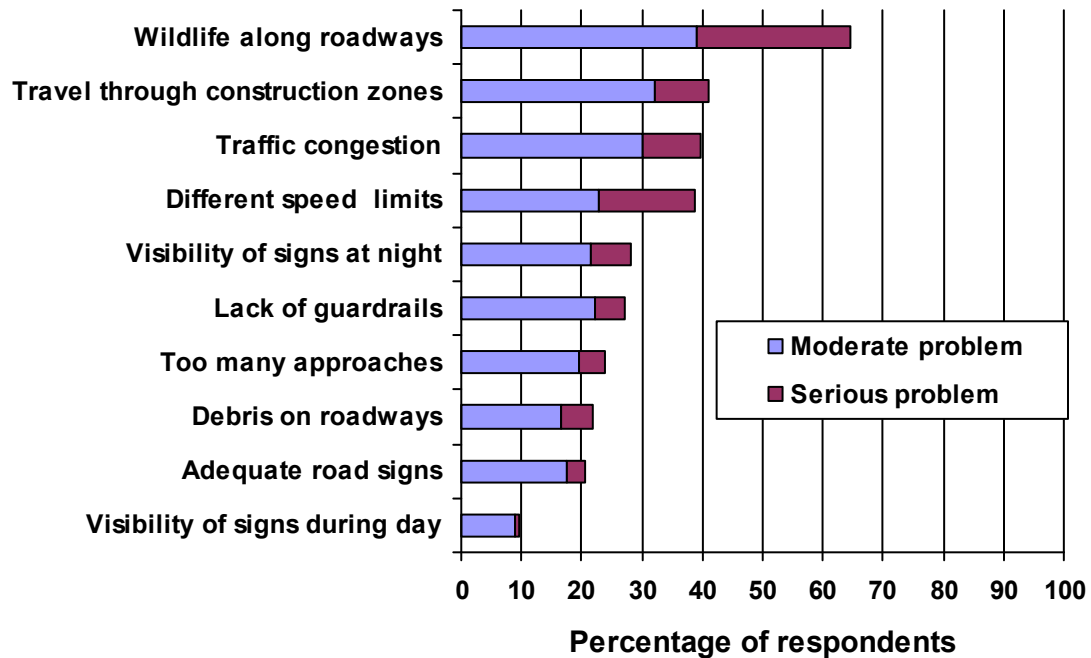
Ranking of safety problems for District 3



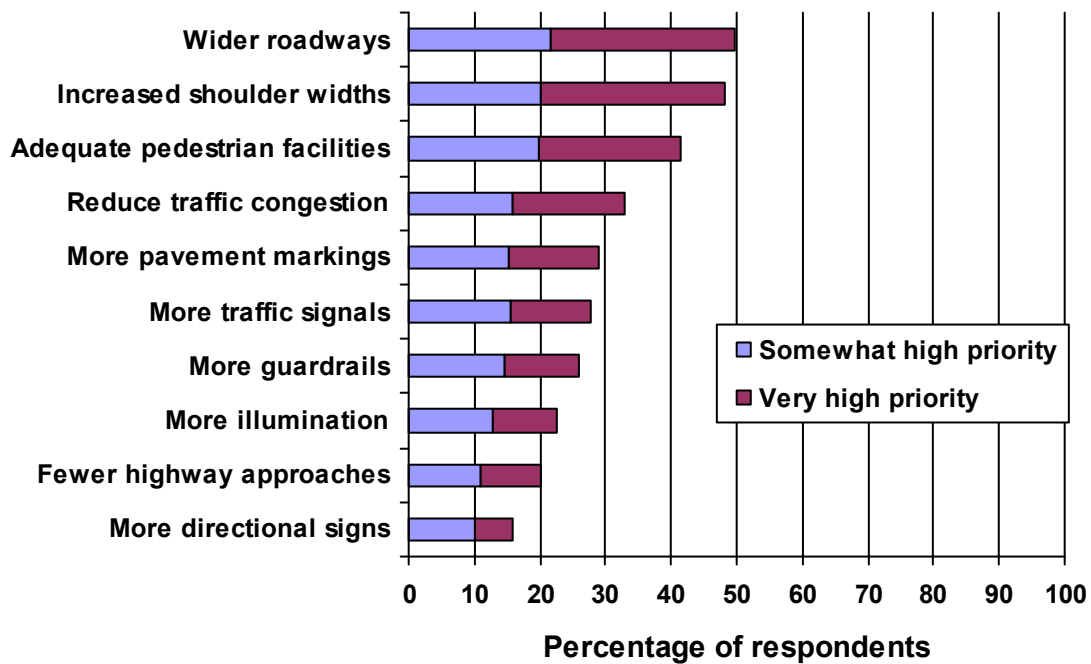
Ranking of safety problems for District 4



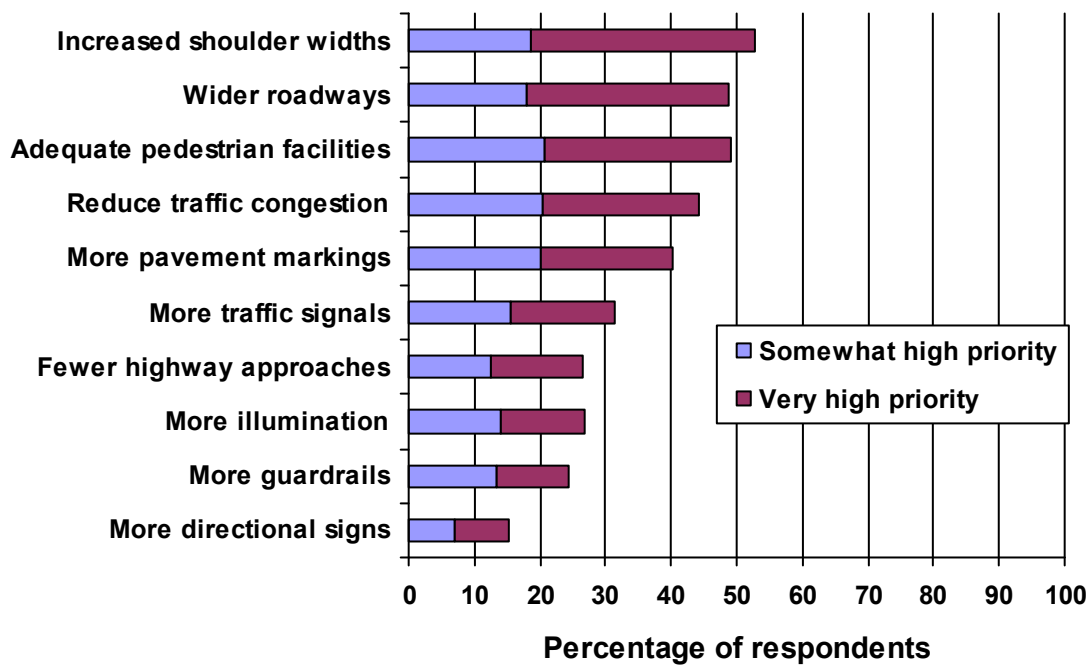
Ranking of safety problems for District 5



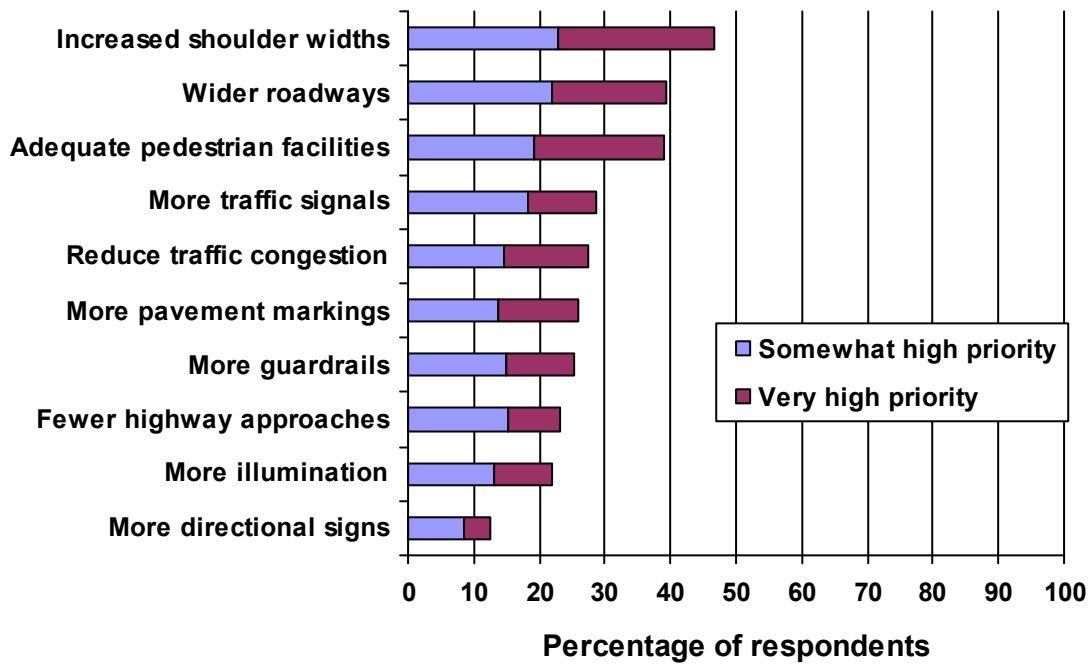
Ranking of improvement actions for Montana



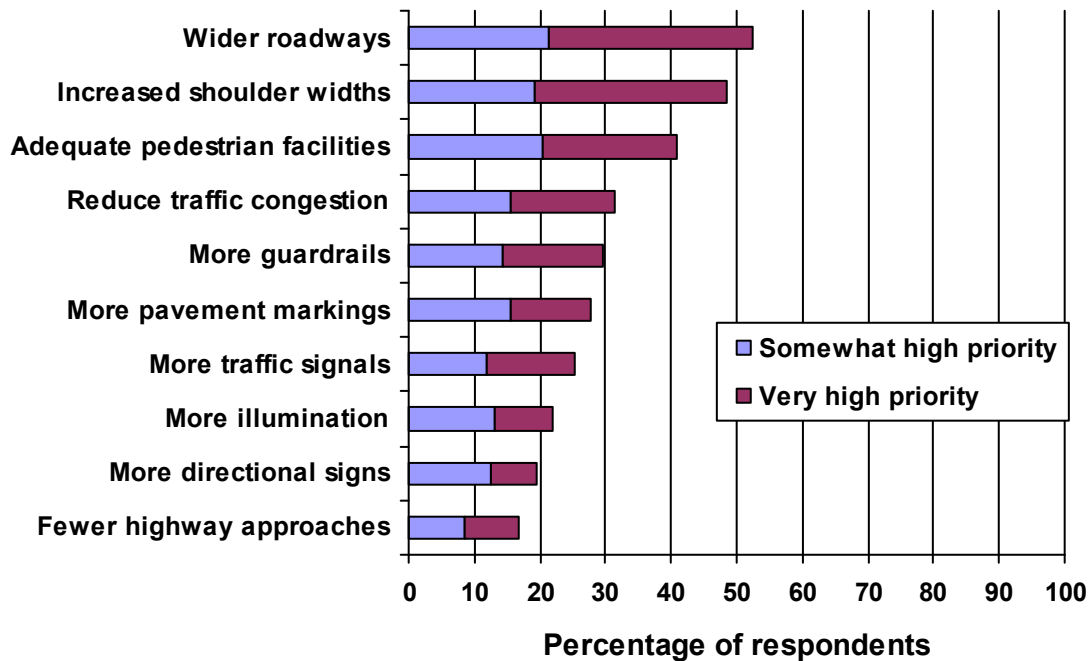
Ranking of improvement actions for District 1



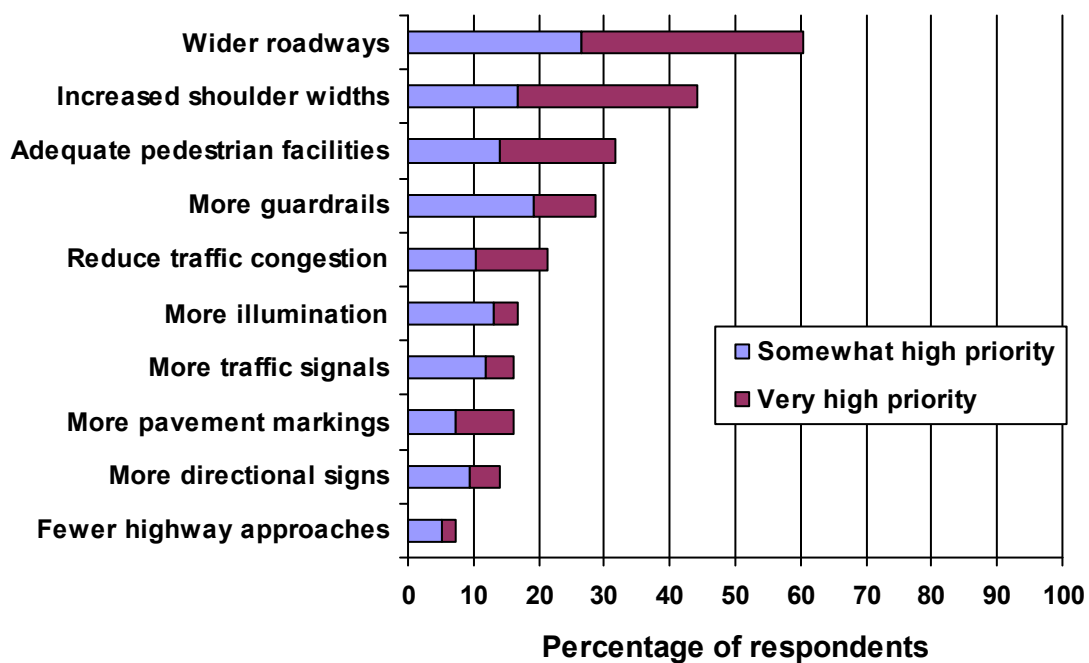
Ranking of improvement actions for District 2



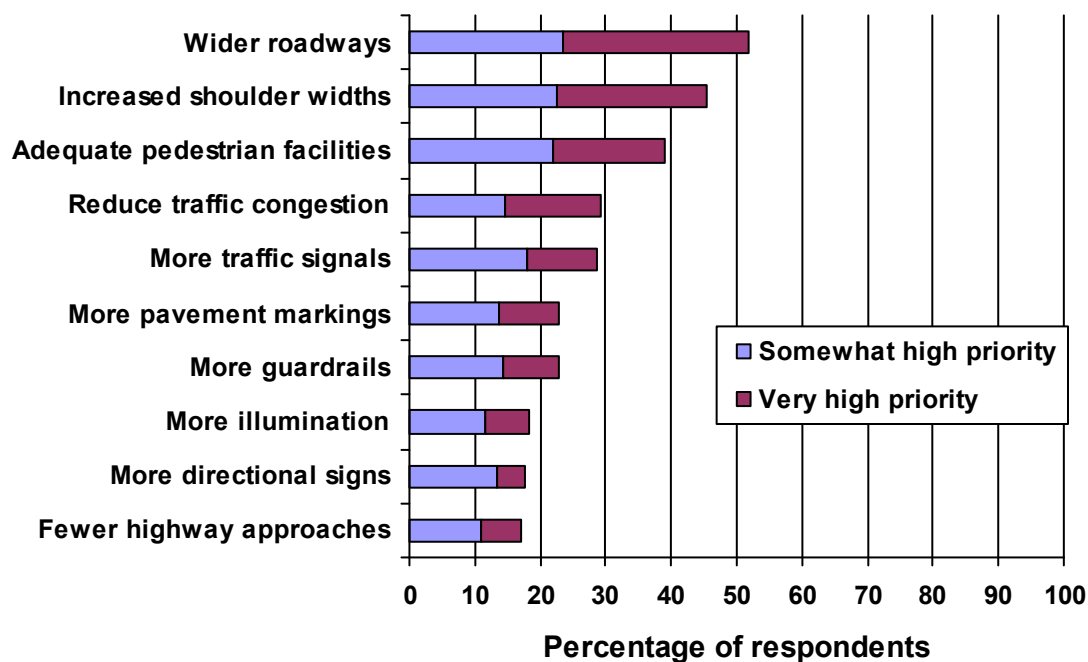
Ranking of improvement actions for District 3



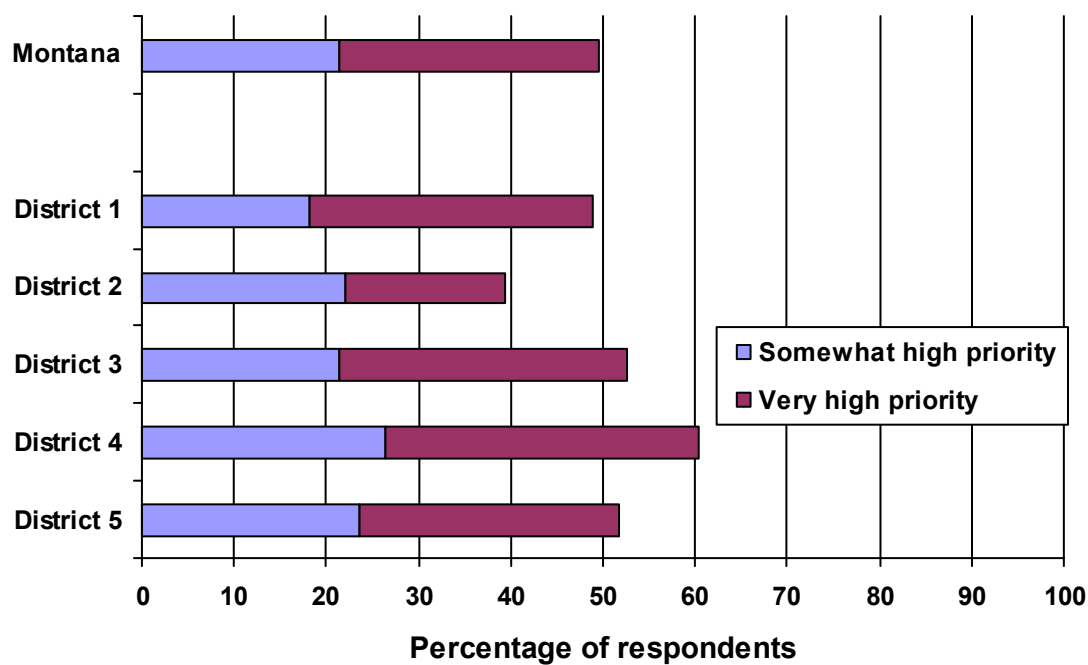
Ranking of improvement actions for District 4



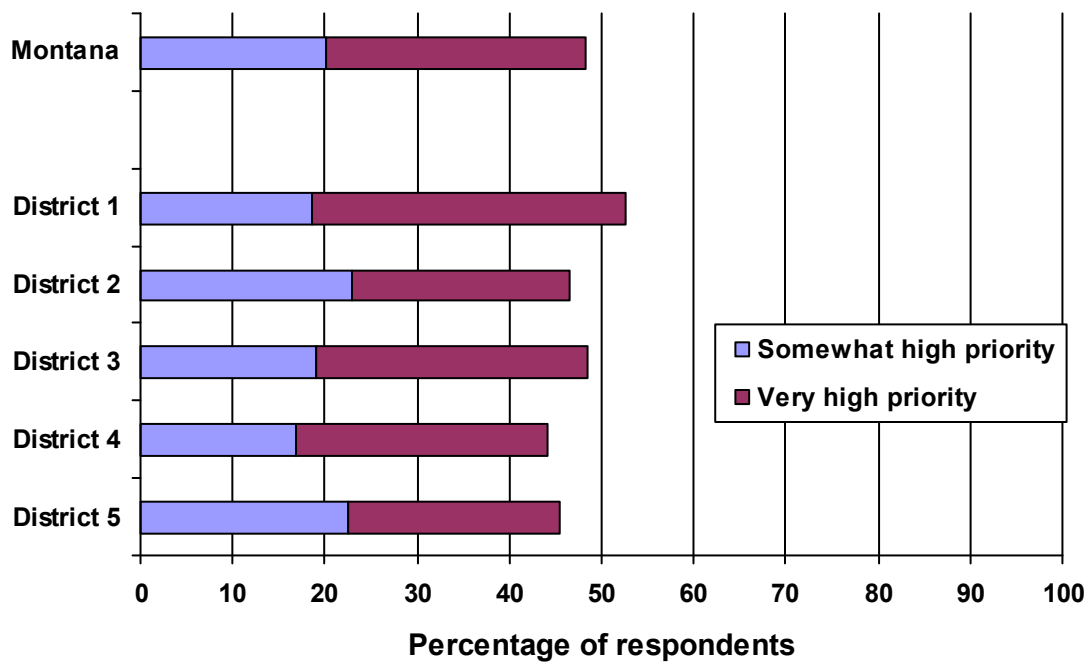
Ranking of improvement actions for District 5



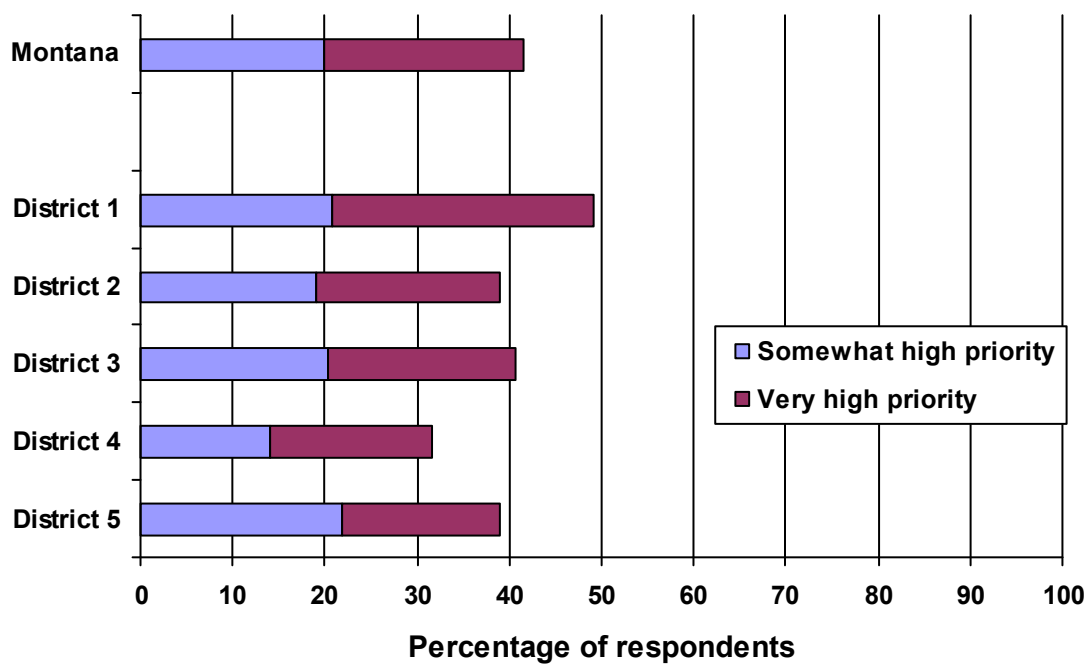
Wider roadways by District



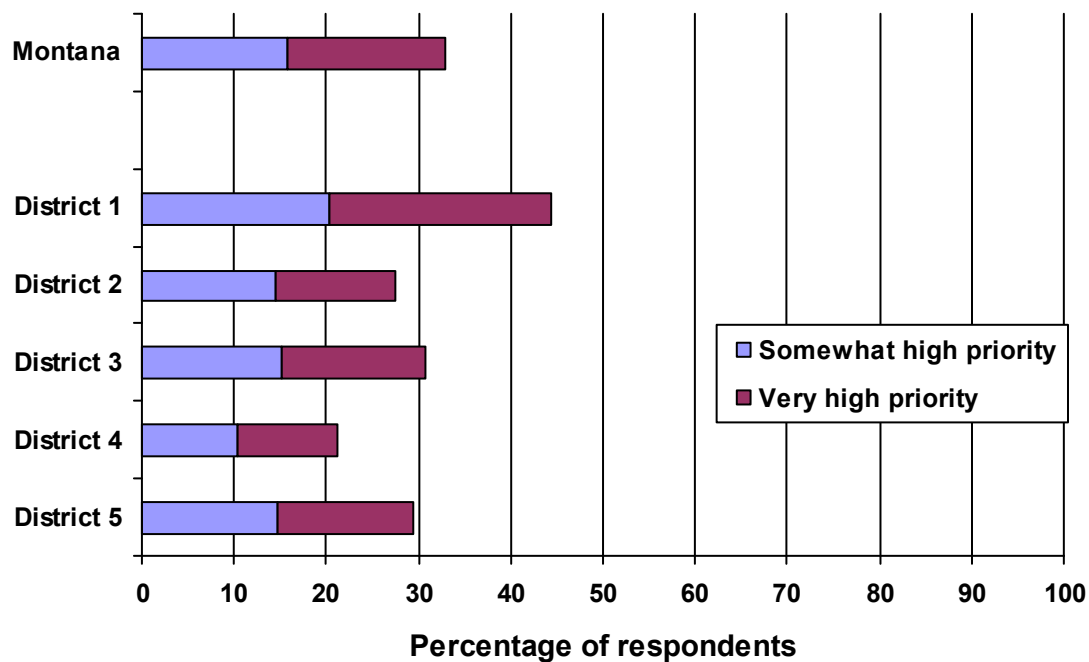
Increase Shoulder Widths by District



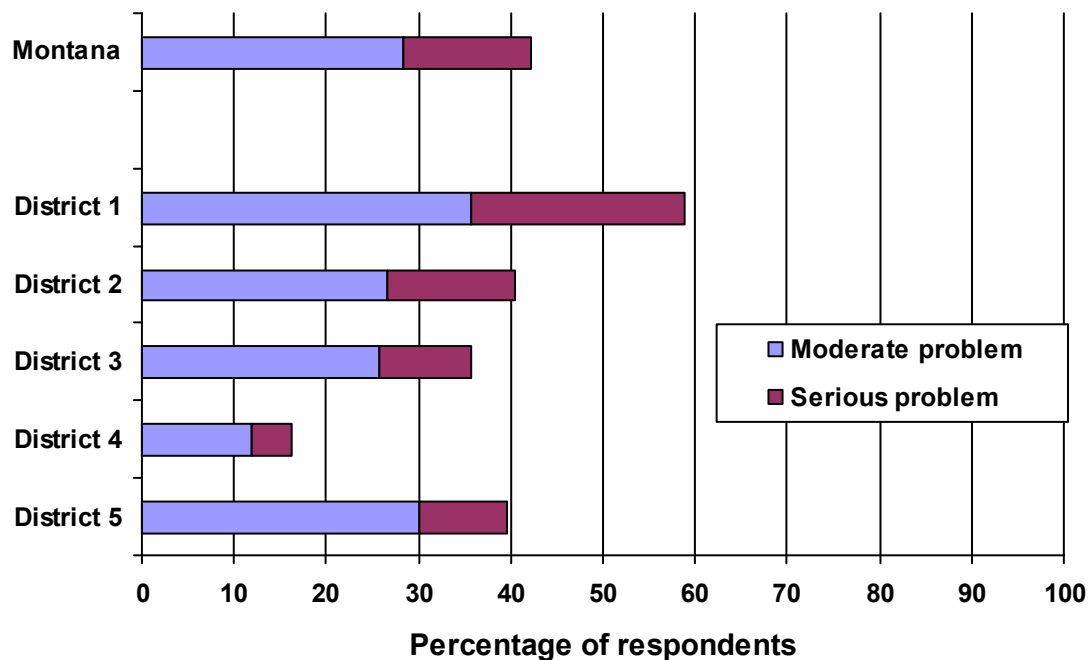
Adequate Pedestrian Facilities by District



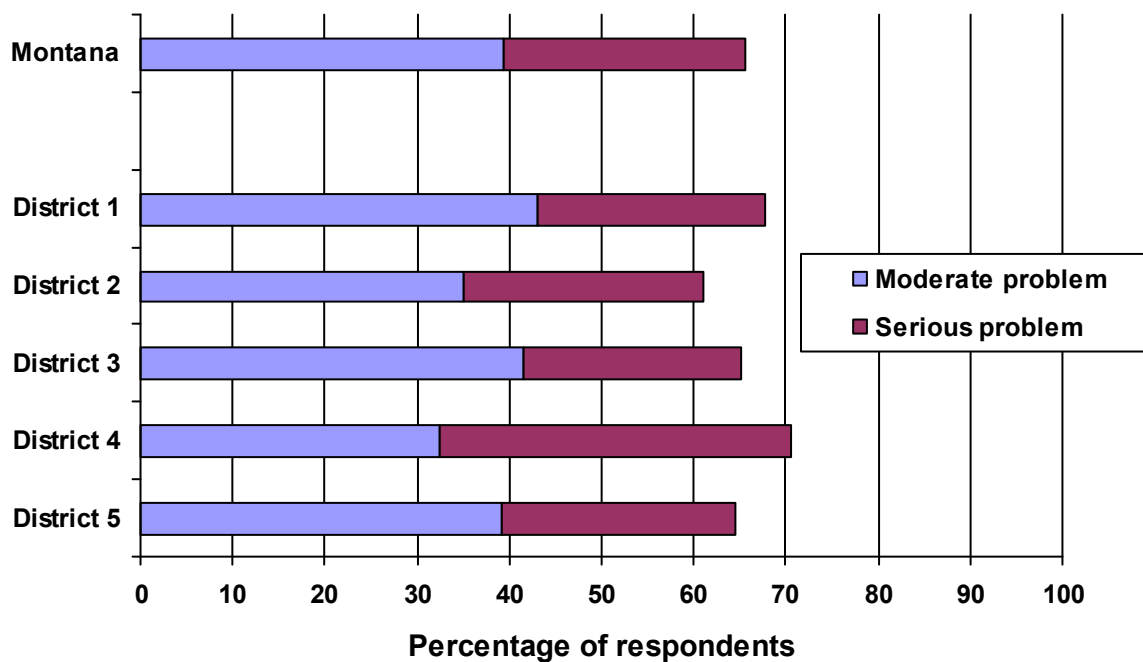
Reduce Traffic Congestion by District



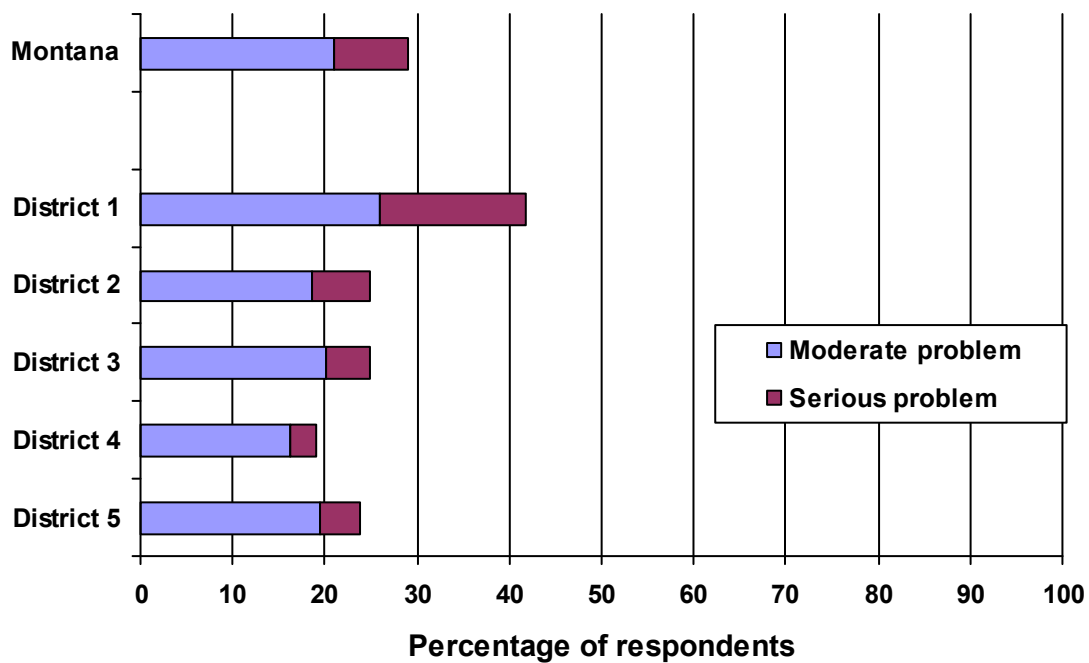
Traffic congestion is a problem by District



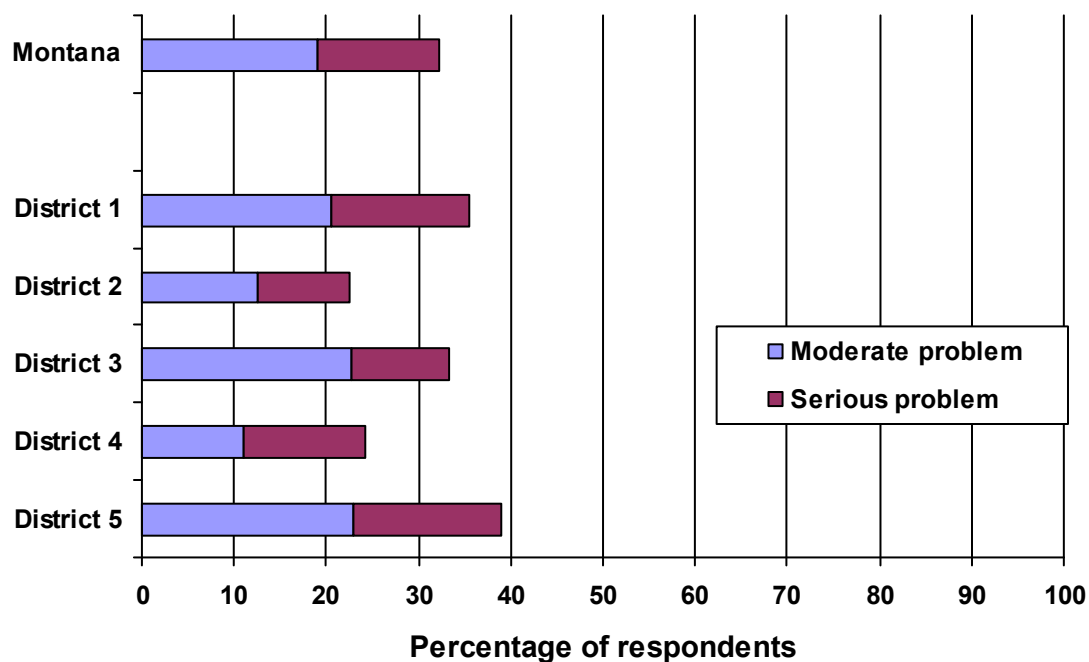
Wildlife along roadways is a problem by District



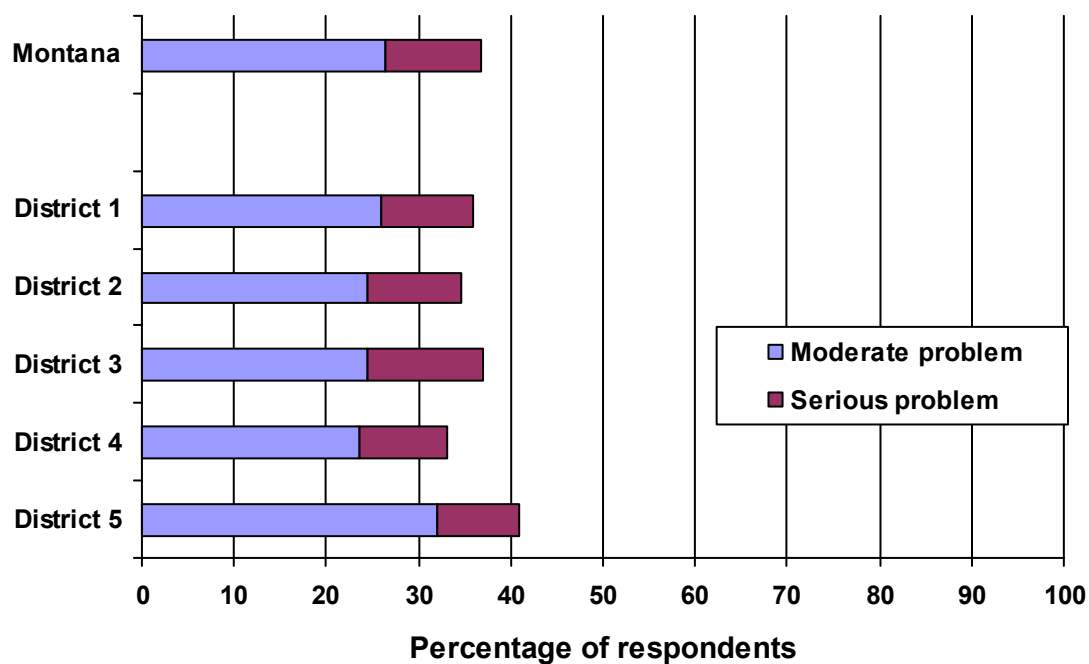
Too many driveways and approaches onto major highways are a problem by District



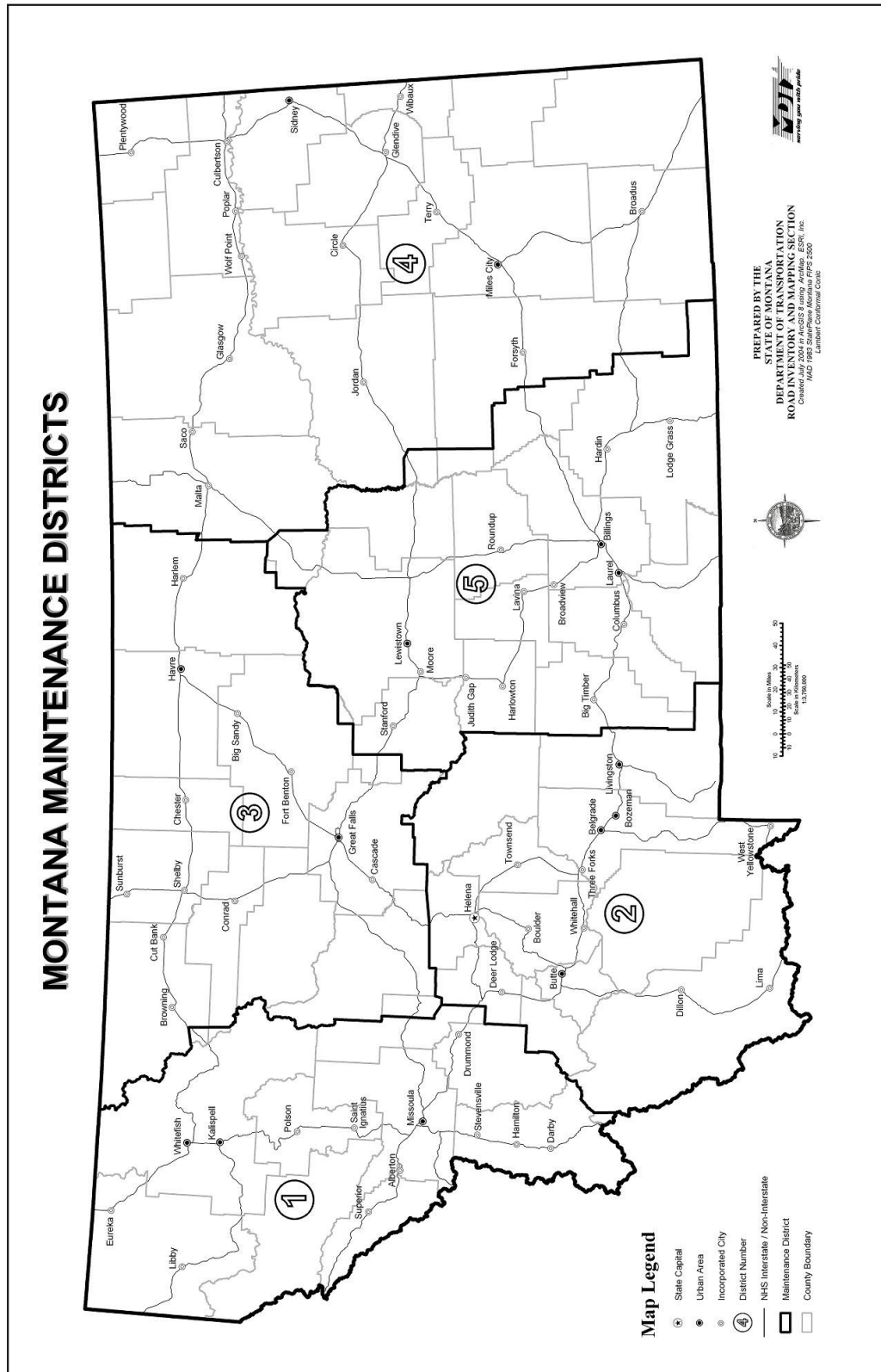
Different speed limits for cars and trucks on two-lane highways is a problem by District



Travel through construction zones is a problem by District



APPENDIX C: MDT REGION MAP



Montana Department of Transportation

Montana Department of Transportation web site: www.mdt.state.mt.us

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